

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

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Saturday, February 3, 1849.

RAILROAD IRON.

THE Undersigned are prepared to Contract for the delivery of ENGLISH RAILROAD IRON, of favorite brands, during the Spring. They also receive orders for the importation of Pig, Bar, Sheet, etc., Iron.

THOMAS B. SANDS & Co.
23 South William-Street.
New York.

Feb. 3rd.

MY THANKS AND GRATITUDE are due, and tendered, to those who have so generously, and so promptly, responded to my circulars, both of a personal, and a business character. Their answers are of the kind which are both useful and gratifying and will not be forgotten.

To those from whom replies have not yet been received to calls for balances due, I must say that their delay may defer my departure longer than I contemplated, and therefore must again request them to remit without delay.

D. K. MINOR.

Hereafter the Journal will be issued promptly on the day of publication. The change of location and proprietorship will account for any recent delays.

Several articles on hand are necessarily excluded this week. Among others, one on the *Progress and Prospects of Boston, her Public Spirit and Success*; and another on the *"Progress of Railways"* showing the opening of new roads in 1848; and several commercial articles of great interest.

Our exchanges are full of railroad items. This shows the necessity of a Journal devoted to this great interest. Our future numbers will embrace a greater variety of items of local interest.

To Railroad Companies and others.

We propose to enlarge our paper by increasing the number of pages. We hope to advertise the running of every railroad in the country and Canada, also the sailing of packets and steam vessels.—By this means the Journal will be a full travelling directory for the Union. In that case we shall issue quarterly an extra, giving tables of distances and fare on each line, and a railroad map. A copy of this extra we will then place in every depot and station in the country. The plan, so far, meets universal favor.

Portland, Maine.

We cut the following from the money article of the HERALD of last week, and beg leave to endorse its statement.

"The increase in the foreign trade of Portland, Maine, during the past year, compared with the year previous, has been very great, being more than one hundred and fifty per cent, as will be seen by the annexed statement:—

COMMERCE OF PORTLAND, MAINE.—VALUE OF IMPORTS.

	Mds. Imported.	Duties collected.	Goods ware.
1847.....	\$228,663 00	109,229 00	191,610 35
1848.....	616,045 00	153,710 90	475,266 32
Incr. 1848	387,382 00	44,480 99	183,655 87

This increase is the more extraordinary on account of there not having been an increase in the aggregate importation of the country in the same period. Portland is rapidly growing in importance as a commercial port. The railroad in the course of construction, connecting it with Montreal, and opening the trade of an immense back country, must increase the wealth and population of Portland a very large per cent. With one of the best and most accessible harbors on the Atlantic coast, we see no reason why it should not become a place of great importance.

"It is all owing to the railroad," is the common expression of all the people of that beautiful city. No place in the country has made more actual progress in the last two years.

The receipts of the Providence and Worcester railroad for the year 1848 were \$193,844 42, and its expenses \$83,889 71; showing the net earnings to be \$109,954 71. The cost of the road was \$1,873,895 76.

Accident on the Providence Railroad.—This morning, about half-past five o'clock, as the steamboat train from Providence was approaching the Canton station, the steam arch of locomotive exploded, instantly killing the engineer, Mr. Lucius Cummings. Mr. Cummings' head was blown to pieces, separating it from his shoulders. The fireman received no material injury. The locomotive was

detached from the cars by the concussion, and ran over half a mile, when the fireman succeeded in stopping it by means of the brakes. The escape of the fireman was most miraculous, as the forward part of the engine, where he was standing, was completely destroyed, pieces of the boiler being thrown a great distance.

Mr. Cummings was a worthy man, having a high character in his vocation. He leaves a family.

The passengers represent the noise of the explosion as resembling the discharge of a heavy cannon. Many of them were much frightened, and attempted to jump from the cars. After quiet had been restored, and the cause of the accident had been ascertained, the passengers started for the Canton depot, which was just ahead. Near the bridge they found the body of Mr. Cummings lying at the side of the track. A portion of the head was twenty or thirty yards from the trunk. The remains were conveyed to the depot. In a short time, the fireman, with the remnants of the engine and tender and two of Harnden's cars, returned. He represents that he was stunned by the explosion, and when his senses returned, he found that he was lying on the wood of the tender, with everything in ruins around him.—He jumped to the brakes and stopped the engine.—At the time of the accident the train was going about 30 miles an hour. The fireman had one side of his whiskers scorched off, probably by the flash of the explosion.

Doings of Railroad Companies.

The St. Lawrence and Atlantic Railroad held its annual meeting at Montreal on the 17th of January last. The Report of the Directors has been received by us only through the papers. It gives a very satisfactory account of the doings of the past year. *Thirty miles* of road have been put in operation the past season, extending from Langeuil to St. Hyacinthe, the line of the road for 100 miles definitely located, and the whole distance to the boundary surveyed, making the entire distance 127 miles. The 30 miles cost about \$700,000, and the whole line is estimated to cost about \$3,100,000, agreeing with the original estimate of A. C. Morton, Esq., while acting as Chief Engineer of the whole line to Portland. The whole distance from Portland to Montreal is about 275 miles—68 miles of which was opened in 1848.

Three Directors annually retire by rotation. John Torrance, J. Young, T. A. Stayner,

were chosen Directors in course, and Alfred Larocque to fill a vacancy. Messrs. Young and Stayner were in the old Board. The Directors express great confidence in the new undertaking.

The Great Western Railway of Canada.—We had the pleasure of meeting in New York the present week, two gentlemen connected with this road, Mr. TIFFANY, chairman of the company, and Mr. WILSON, its agent, both of Hamilton. We learn that this company is an applicant to the Canadian Parliament for aid. *The Great Western* and the *Portland and Montreal* railways are regarded as the two ends of a trunk line for Canada, to be connected at Hamilton on the northern shore of the St. Lawrence. The Portland road is regarded as having claims to immediate assistance from the amount already expended by individual enterprise, and the application of the Great Western road proceeds upon the idea of a pro rata grant upon the sums to be hereafter actually expended from individual subscription.

Boston, Concord and Montreal Railroad.—An act was passed at the recent session of the Legislature of New Hampshire extending the charter of the Boston, Concord and Montreal railroad from its northern terminus to the town of Lancaster, there to connect with the Portland and Montreal railroad.—This indicates a change of opinion in that State, and we find in a recent number of the *Belknap Gazette*, published at Meredith, an editorial article, from which we give extracts, not for the purpose of joining either side in any discussion that may come up, but simply to give a full view of passing events in connection with railways.

"It was originally designed that the connection of this road, with the great railroad from Montreal to Portland, should be by way of the Passumpsic river and Stanstead. This arrangement, or understanding was entered into, not because it was the best or only route that could be adopted, but mainly because at that time it seemed to be a practicable arrangement. Other routes, or other arrangements, had not then been considered.

"The Passumpsic interest deserted their first love in the early history of the enterprise. They went over to what to them seemed their interest required; and they did this at a time when its effects upon the Montreal road were calculated to be most crippling—they did it at a time and in a manner that would have been disastrous, perfectly overwhelming, to any corporation, or any interest, not possessing intuitive perceptions as to its future and final destiny. Their betrayal was severely felt at the time, but the feeling will be the other way, bye and bye. But it is not our intention to stir up old matters. The future prospects of the people of this part of New Hampshire, in regard to their favorite rail-

road project, is what we are to discuss.

"The Montreal and Portland railroad is in progress. A portion of the route at each end has been completed, and they are both now in operation. The Canadian Parliament is undoubtedly favorably inclined to the project; and it is understood will aid in its construction. The city of Portland has lent its aid to the amount of a million of dollars to the construction of their part of the road. All idea of the failure of the enterprise must have passed away.

It being then understood that the Montreal and Portland railroad is to be built, the next question that arises is, how are we to connect with it? What has been the intention is lost sight of in the inquiry, what is now the expectation?

"We commenced this article by alluding to the recent legislation upon this subject in this State. The charter of the Boston, Concord, and Montreal railroad extended originally to the north line of Littleton. Charters were granted at the last session of the Legislature connecting the Montreal with the St. Lawrence road at Lancaster, either by way of the Amonsoosuc valley or the Connecticut, as shall be found best. In granting the charter to the Atlantic and St. Lawrence railroad, in and through this State, the right to connect with it was reserved, so that the chain by charter is now complete by this route, from Boston to Montreal. Charters are one thing, it is true, and the building of the roads are another thing. The one is secured in this case—the other is in progress.

"The Boston, Concord, and Montreal railroad, it is now conceded, has the ability and the will to complete its road to the mouth of the Amonsoosuc river. Thirty-six miles from that point will connect this road with the great line from Montreal to Portland. The people in that region are wide awake upon the subject, and are determined to put the road through. They have the ability, and will do it.

"The grades upon this route are most favorable, the line is short, the people are wide awake, and why should the project not go forward? It was originally designed to be the great inland route from Boston to Montreal, and it must be so. The slight change of line from the valley of the Passumpsic to the Connecticut is of little consequence on the great scale, but it will be important to the interests of the Montreal, in this State—it brings the whole matter under New Hampshire control—it shortens the distance, lightens the grades, and relieves us from the necessity of waiting for a branch to be constructed from Sherbrook to Stanstead, and also the road up the Passumpsic river. New Hampshire has a great interest at stake in the progress of this work—she understands herself, and will profit by it.

"There seems now to be nothing in the way, but to urge forward the undertaking with all commendable zeal. Let our road be pushed along as it has been, cautiously, but with firmness of purpose, and persevering energy. When it is completed the ex-

tension of it will have so far progressed as to be ready to form the grand junction, and the line will be complete from Boston to Montreal, over the BOSTON, CONCORD, AND MONTREAL RAILROAD."

The Northern Railroad in New York, (Ogdensburgh,) has renewed their application to the Legislature of New York, for the right to bridge the lake near Rouse's Point.

The Connecticut River Railroad Co., held their annual meeting in Boston, last week, and the following gentlemen elected directors for the year ensuing. Erastus Hopkins, of Northampton, H. W. Clapp, of Greenfield, James K. Mills, Samuel Henshaw, E. H. Robbins, Lemuel Pope, N. H. Emmons and Geo. B. Blake of Boston, and Junius S. Morgan of Hartford.

H. W. Clapp, of Greenfield, was subsequently elected president.

Railroad from Hartford to Plainfield.—A correspondent of the New Haven Register, writing from Hartford on the 17th, says:

"Some enterprising men, largely interested in the Hartford and Willimantic road, now being built, concluded that the New York and Hartford roads would come to no definite arrangements, have caused a survey to be made from this city to Bristol, a distance of 17 miles; and last evening, a meeting of those interested was called, and it was unanimously resolved to extend the Willimantic road through Hartford and Bristol, intersecting the canal road at Plainville; thus giving our people a chance to go through to New York by land. The whole expense of the road, from the city to Bristol, is not to exceed \$250,000, and the stock is already taken, and it will be in operation at the same time as the Willimantic road on the first of Nov. next."

The Hartford and New Haven, and the New York and New Haven Railroad Companies, have made no arrangements for a connection of the two lines. For the present, they run their trains so as to accommodate travellers who choose to be carried across the city, and ticket through from New York to Boston for \$5 00.

Ocean Steam Navigation.

The public are not generally aware of the rapid extension, within a year or two past, of the Ocean Steam Navigation interest in this country. For a long time past, every year has witnessed a great increase of steamboats for the ordinary river, lake and coastwise routes. The number of these boats, or the amount of their tonnage, including those upon the great lakes and western rivers it is not very easy to ascertain; and we have not at hand, for this number, the materials from which to give a satisfactory statement.—But a new branch of adventure is now just commenced. Though far behind England in the number of our Ocean Steam-

ers, we are rapidly gaining upon her in the aggregate amount of tonnage, embracing all the various descriptions of merchant vessels. The rapid increase of ocean steamers in the last eighteen months, augers well for future success in rivalling England in this branch of our commerce.

The merchants of New York, with that commercial sagacity and energy which has always characterised them, are now pushing this great branch of the marine service—Ocean Steam navigation—with a vigor little dreamed of, in other parts of the country.—All other ship building is literally being driven from the city, from the demand for vessels of this description. It is a marvel to the people of other lands, that individual enterprise can accomplish such wonders. We have taken pains to gather a few facts on this subject for this number of the Journal, in the assurance that nothing we could furnish could be of more interest to our readers.

Spofford & Tuleston's Line of New York and Charleston Packets were first in point of time, consisting of the *SOUTHERNER*, Capt. Berry, of 1,000 tons, and the *Northerner*, Capt. Budd, of 1100 tons. The Hulls were built by *W. H. Brown*, the engines at the Novelty Works, by *Stillman, Allen, & Co.*

There is also running, in connection with this line, between Charleston and Havana, the steamer *ISABEL*, of 1100 tons, Capt. Rollins, built at Baltimore, and a fine specimen of naval architecture.

The Ocean Steam Navigation Company, put afloat in the latter part of 1847, the *Washington*, under the command of Capt. Johnson, of 1750 tons, and the *Hermann*, of 1850 tons, under command of Capt. Crabtree, now regular mail steamers, between this city and Southampton and Bremen. The hulls of these vessels were built by *Westervelt & Mackay*, the engines at the Novelty Works, by Messrs. Stillman, Allen & Co. The same parties are now building the *FRANKLIN*, of 2200 tons, for the same line.

Charles H. Marshall, and associates, put to sea in 1848, the *UNITED STATES*, of 2,000 tons, running as a packet to Havre. The hull was built by *Wm. H. Webb*, the engines by *T. F. Secor, & Co.* The *United States* is commanded by Capt. Hackstaff, and has had extraordinary success so far.

Howard's New Orleans Line, in which *Charles Morgan and Isaac Newton*, are interested, has the *Crescent City*, of 1500 tons, Capt. Stoddard commander. The hull built by *W. H. Brown*, the engines by *T. F. Secor, & Co.* The same parties are now engaged on a steamer to be called the *EMPIRE*

CITY, for the same line to be of about 1800 tons.

M. O. Robert's Line to Chagres, now has the steamer *FALCON*, of 1000 tons, in command of Capt. Thompson, built by the parties last named. She is now in the naval service between New York and Chagres, touching at the West Indies, she belongs to the *United States Mail Steamship Company.*

Geo. Law's Line between New York and New Orleans is to consist of the *OHIO*, 2500 tons, and the *GEORGIA*, 2750 tons. The hull of the *Ohio*, built by *Bishop & Simonson*, the engines by *T. F. Secor, & Co.* The hull of the *Georgia*, built by *Smith & Dimon*, the engines by *T. F. Secor, & Co.* One is to be ready to sail in May, the other in July next.

S. L. Mitchell's Line of New York and Savannah Packets has the *CHEROKEE*, Capt. Lyon, of 1200 tons, and the *TENNESSEE*, of the same size, still unfinished. The hulls built by *W. H. Webb*, the engines by *Stillman, Allen & Co.*

The Pacific Mail Steamship Company Line, under the management of Howland and Aspinwall, consists of the *CALIFORNIA*, 1050 tons, Capt. Forbes, master; the *PANAMA*, Capt. Stout, of 1087 tons; the *OREGON*, Capt. Pearson, of 1099 tons; they are to run between Panama and San Francisco.—The hulls of these ships were built by *W. W. Webb*, the engines for the *California* and the *Oregon* built by *Stillman, Allen and Co.*, the engine of the *Panama* was built at the *Allaire Works.*

James Cunningham, of Boston, built two sea going steamers for the Eastern waters. The *Admiral*, of 700 tons, was built in 1847, by Lawrence & Sweden; and the *Senator*, of 900 tons, built in 1848, the hull built by *W. H. Brown*, the engines by *H. R. Dunham & Co.* The *Senator* is going to San Francisco, having been recently purchased for this purpose; *Woodhull & Minturn* agents. She is a favorite boat wherever known.

Jas. Brown, E. K. Collins, E. Riggs, & W. S. Wetmore have given notice of their intention to apply for a charter under the corporate name of "*The United States Mail Steamers Co., New York and Liverpool Line*," with a capital of \$2,500,000. These parties are building the *Atlantic* and the *Pacific*, both of which were launched on Thursday, the present week. The hull of the *Atlantic* built by *W. H. Brown*, the engines by *Stillman, Allen, & Co.*, of the Novelty Works. The hull of the *Pacific* by *Jacob Bell*, the engines at the *Allaire Works.* Neither time nor space allow of our giving an account of the excitement at their launching. *E. K. Collins*, the accomplished gen-

tleman who has charge of their building, gave his friends a cordial welcome on board the steamer *Telegraph* on the occasion.

These boats are of the same size, 3000 tons each, and built in the same manner.—They are smaller than the iron steamship *Great Britain*; but with that exception, the largest vessels afloat. For strength of material, elegance of finish, and convenient arrangement, they are intended to surpass every thing known in the shape of vessels. They are each 290 feet in length, 46 feet in breadth, and 32 feet in depth of hold. Each boat will be worked with two engines, with 95 inch cylinders, and 2 feet stroke—having wrought iron wheels 35 feet in diameter. These boats will cost from \$500,000 to \$700,000 each, and are to be finished without reference to expense. They are intended to test the practical skill and ability of American mechanics. No one doubts their entire success. It is understood that the same parties intend to place three new boats in the line, making five in all, as soon as the same can be constructed.

New York is not only the commercial emporium of the Union, but she is gaining in commercial superiority more rapidly than the average growth of the commerce of the country. The following shows the relative increase in the tonnage of the four great shipping states, made up to the 30th of June each year:

	1839.	1844.	1846.	1847.
New York.....	468,593	588,576	655,695	747,024
Massachusetts.....	526,364	501,207	541,520	577,310
Maine.....	282,288	307,431	358,123	384,353
Louisiana.....	109,076	161,769	181,258	213,538

On the 31st of Dec., 1847, the tonnage of Maine was 466,711. The following list shows the comparative amount of tonnage of the seven leading commercial cities of the Union, June 30, 1847. The returns for 1848 are not yet published; they will show a great comparative increase of tonnage owned in New York.

New York.....	646,043
Boston.....	260,032
New Orleans.....	212,697
Philadelphia.....	152,616
New Bedford.....	119,827
Baltimore.....	100,455
Portland.....	74,046

The English parliamentary returns of shipping show a most extraordinary increase of steam vessels, including the various descriptions, for ocean, coastwise, channel, or river service.

In 1814 there was a solitary steam vessel in the United Kingdom; in 1826 they had increased to 230; in 1836, to 561; and in 1846, to 963; averaging a larger size each year.

The British ocean steamers are so officered and manned that they are capable of being connected to warlike uses at once, serving

the double purpose of a commercial and war-like marine, at the same time connecting by means of their mail service connecting her with every portion of the globe. Ocean steam vessels, are the reliance of England, in her efforts at maintaining her supremacy of the sea.

Our government will gradually abandon the construction of the old fashioned sailing ships of war, and adopt the far more valuable forms of steam ships, ensuring thereby greater efficiency and despatch in the naval service—improving with our commercial intercourse with every quarter of the globe.

Commercial. IRON.

The following statement of the selling price of Merchant Bar Iron, in Liverpool, has been prepared with very great care, and shows some of the most remarkable facts in the history of trade.

On the introduction of railways into general use, railway bars, at first, commanded a price varying from £1 10s. to £2 per ton. During a few past years ordinary rails have been furnished at a shade only below the quotation price of merchant bar.

per ton.		per ton.	
1817—February....	£8 10	1836—December	10 10
March.....	9 10	1837—February	10 5
July.....	10 10	March....	9 15
August.....	12 0	May.....	9 0
October.....	13 0	June.....	8 10
1819—February....	12 15	July.....	7 5
April.....	11 15	August....	6 15
May.....	11 5	Do 15th	7 5
June.....	10 15	Do 19th	8 0
August.....	10 0	Do 31st	8 15
September....	11 10	Sept.....	9 10
December....	12 10	December	9 15
1819—May.....	11 10	1838—January..	9 10
June.....	11 0	December	9 15
1820—March.....	10 10	1839—January..	10 5
June.....	9 10	May.....	10 0
1821—Do.....	9 0	June.....	9 15
1822—Do.....	8 10	Sept.....	9 10
1823—Do.....	8 0	1840—January..	9 0
1824—January....	8 15	December	8 0
July.....	9 15	1841—April....	7 15
September....	10 0	1842—January..	6 10
October.....	11 0	December	5 5
Do.....	13 10	1843—April....	5 0
Do.....	10 0	June.....	4 10
November....	12 10	1844—January..	4 15
December....	13 0	March.....	4 15
1825—January....	14 0	April.....	5 5
February....	15 0	August....	5 15
March.....	14 10	October..	5 15
April.....	14 0	December	5 15
August.....	13 0	1845—February,	8 0
Do.....	12 10	March....	10 10
September..	11 10	April.....	9 10
1826—January....	11 0	May.....	9 10
April.....	10 10	July.....	8 10
May.....	9 10	1846—April....	9 0
October.....	10 0	August..	9 0
1827—March.....	9 10	Nov.....	11 0
1828—Do.....	8 0	1847—January..	10 10
1829—Do.....	7 0	April.....	9 10
1830—Do.....	6 0	July.....	9 15
1831—Do.....	6 0	August..	9 7 6
1832—Do.....	5 10	December	8 5
1835—February..	6 5	1848—Jan. 4th..	8 0
September..	7 0	Do 28th..	7 0
October.....	7 10	Feb. 25th..	7 15
November....	8 0	March....	7 0
December....	8 5	April.....	6 15
1836—January....	10 10	May.....	6 5
April.....	11 10	June.....	6 0
July.....	11 5	October..	5 10
October.....	11 0	Nov.....	5 5
November....	10 15	December	4 15
		1849—Jan. 15..	5 5

Advancing Backwards.

We find the following item in the tribune of this morning:—

"The bill for the Repeal of the Charter of the Erie and Ohio Railroad Company (passed at the last session) was passed by the Pennsylvania House of Representatives yesterday. It had previously passed the Senate."

This is not in accordance with the spirit of the age, and is labor in vain, as there must, and will, be a connection between all the great lines of railroad, and especially between New York, Pennsylvania, and Ohio.

M.

Railway Accounts.

Mode of Presenting them for Moving Stock.

We complete in this number, the report of Captain Huish to the Northwestern railway company. We will also give in our next, the remarks of the editor of the *Chronicle*, differing with the Captain, on the same subject.

"It would make this too voluminous to insert the whole of their reports; an analysis and average only is given, and reference is made to the documents which, in their collective form, can be examined by any director who may wish to look at them. I am not prepared to say that, even now, we have been enabled to gather together the whole of the company's property, but the following is certain, and it is evident that any omission goes to improve the aggregate present value:—

Statement showing quantity and estimated actual value for sale of articles included in amount charged to capital for "Working Stock of 1,462,901l. December 31, 1847.

Engines.	Goods.	Passengers.	Total.	Value.	
				Per Engine Average.	Total.
	No.	No.	No.	£ s.	£
South'n division	71	109	180	1499 10	269,900
North'n division	65	134	199	1321 0	262,879
Manchester and Birmingham..	8	25	33	1400 0	46,200
Engines condemned, and used in pumping, ballasting, &c., S. Division.....	..	..	12	750 0	9,000
Engines sold, less received for six—deducted fr'm capital account to Dec 31, 1847	..	..	15	....	6,775
Works in Progress:			439		
Locomotive department—					
South'n division	..	..	..	....	3,610
North'n division (Crewe)	..	..	..	27410 0	32,894
Ditto (L & M) Tenders—	..	..	No.	Price.	
South'n division	..	..	187	250 0	46,750
North'n division	..	..	191	274 0	52,334
Manchester and Birmingham..	..	..	31	300 0	9,300
Tools, moveable machinery, &c., in engine shops—					
South'n division	..	..	..	....	31,800
North'n division	..	..	..	....	23,687
Manchester and Birmingham..	..	..	..	....	3,119
Amount advanced to Sharp, Brothers, on account of undelivered engines	..	..	..	....	5,000
Total for locomotive account.....					£803,248

Pass'gr Vehicles.	Southern Division.	Northern Division.	Manchester & Birmingham.	Total.	Value.	
					Average Price.	Total.
	No.	No.	No.	No.	£.	£.
State carriage....	1	..	..	1	900	900
1st class 6 wheels.	20	8	..	28	420	11,764
do. 4 do.	144	136	38	328	320	104,960
Mails.....	16	16	..	32	250	8,000
Composite.....	25	6	4	35	200	7,000
Second-class....	178	178	45	401	220	88,220
3d class (closed)..	52	80	18	150	170	25,500
do. (open)....	43	..	32	75	80	6,000
Post-offices.....	3	..	5	8	390	3,120
Horse boxes.....	136	54	20	210	105	22,050
Carriage trucks..	149	56	12	217	88	19,096
Parcel vans.....	13	6	7	26	180	4,680
Guard vans.....	42	18	2	62	175	10,850
Bullion vans.....	4	5	..	9	100	900
Post-office tenders.	6	7	..	13	210	2,730
Luggage vans....	..	5	..	5	220	1,100
Parcel carts.....	..	14	5	19	20	380
Milk trucks.....	..	2	..	2	60	120
Brake wagons....	..	4	..	4	30	120
Convict Carriage Truck.....	..	1	..	1	160	160
	842	601	183	1626		

Works in progress & store in hand, charged and actually paid for..	£.	£.	£.	Total.
Lamps, Tackles, couples, & other carriage furniture—	3882	5475	1200	10,557
Northern division,	..	..	..	3865
Southern division,	..	..	..	2646
Manchester and Birmingham...	..	..	..	711

Total for carriage account£335,425

Goods' Vehicles.	Southern Division.	Northern Division.	Manchester & Birmingham.	Total.
	No.	No.	No.	No.
6 ton large Goods' Wagons.....	831	100	29	2,745
4 " ordinary do. }	510	1593	192	2,129
3 " small do. }	382	542	30	495
Cattle wagons.....	..	..	..	653
Coal trucks (iron)....	..	..	..	12
Timber trucks.....	12	..	..	77
Brake wagons.....	53	24	..	117
Sheep vans.....	17	..	..	4
Powder magazines....	4	..	..	4
Iron trolleys.....	4	..	..	..
	1913	2877	1446	6236

Viz:—		£. s.
South'n div., 1913, at 72 10s. each average	138692	10
Northern div., 2877, at 56 10s. each	161112	0
Manchester and Birmingham, 1446, at 41 10s.	60009	0

Crib Rails.		Sets	£. s.
Northern Division.....	154	5 10	842 0
Southern Division.....	901	5 0	4505 0
Manchester & Birmingham	100	5 0	500 0

Goods' Sheets.		No.	Value
S. Div. { Camden	1520	3800	
{ Int. Station ..	378	756	
N. Div. { North	1400	4100	
{ Central,	706	1588	
Manchester & Birmingham.....	750	1750	11994 0
	4754	11994	

Machinery and Stores.			
Paid for (including last valuation less 10 per cent.)			
	£.		
Southern Division	1758	1583	0
Northern Division	5008	4508	0

Moveable machinery, &c., and wagon chains, couples and lamps, used in working goods' traffic.			
	£.		
S. Div. { Wagon chains, hooks, and shackles	3367	8	
Other items (estimate)	2500	0	
Northern Div. {	2500	0	
Manchester and Birmingham	1000	0	
Horses	157	3855	0

Total for goods' account.....£396,967 18

ABSTRACT.			
	£.		
Locomotive account.....	2803,248	0	0
Carriage "	335,425	0	0
Wagon "	396,967	18	0

Total.....£1,535,640 18 0

No account is here taken of screws, jacks, levers, and other engine furniture—of stationary engines 3,220, included in last valuation—or of stores (other than wheels) paid for in carriage department of southern division.

The present total cost to the 31st December, 1847, of working stock, as standing in the books against the company, is 1,462,901. It follows, therefore, that the present market value of the whole is 72,739 more than the original cost—the market value of each article being less than formerly, and the effective value greater, and both combining to prove that the above is far short of the full real improvement of the stock.

Nor will this result surprise, when the following facts are taken into consideration:—

The amount written off the Southern division, for depreciation up to the 30th of June, 1846, was—

Locomotive	£91,054	10	1
Carriages and wagons	143,911	9	11
On Grand Junction section there was credited to moving stock capital to June 30, 1848.....	54,045	17	10

On the 30th of December, 1847, the item under consideration was written off the amalgamated stock.....

30,462 18 0

319,474 15 10

To which must be added the price of 37 new engines and tenders, added to the stock of the Grand Junction out of revenue, and beyond the ordinary repairs since 1842, at 1,800 per engine and tender.....

66,600 0 0

Add manufacturer's profit on stock manufactured by the Grand Junction company for new lines, say..

45,000 0 0

£431,074 15 10

being the amount by which the capital has been practically reduced in a very few years.*

The excess value of the stock thus ceases to be a matter of astonishment, and a question arises, whether, in order to correct the account, the amount of capital ought not fairly to be increased, not merely by such excess, but by the real value of the improvement. This leads us to the remaining point for consideration—viz., the relative position of other companies.

A large amount should be added to this for new carriages and wagons charged to revenue, besides the stock added by the Liverpool and Manchester company previous to amalgamation; but I have not had time to obtain a correct return of them.

NOTE.—I may here mention also, that the total current charge for locomotive power, since the various lines now consolidated as the London and North-Western were opened, and charged in the half-yearly statements, is 1,971,843. From the best returns I can obtain, it appears that the expense of repairs is from 25 to 30 per cent. of this amount.—Thus a sum approaching 600,000, has been expended in repairs on a stock costing less than 700,000; in other words, the whole has been nearly renewed out of revenue, exclusive of allowance for depreciation.

No satisfactory rule has yet been laid down to determine the proportion which the moving stock of a concern should bear to the mileage and the receipts.

It is an interesting question, and worth a very careful inquiry. Time does not now permit my investigating it minutely, but the practice of other companies will be some guide. Mr. Hudson, at the last meeting of the Midland company, stated, that with the ordinary traffic of a trunk railway, 3000 a mile might be assumed as a very moderate allowance for stocking a line. The following table is prepared from information derived, in most cases, direct from the companies:—

Name of Railway	mileage worked	Amount of goods' traffic last half-year.	Amount of passenger traffic last half-year.	Total earnings last half-year.	Value of working stock as charged in last report to shareholders.	Or per mile.	Or per cent. on earnings.	Per pound of last year's earnings of London and North-Western Company.	Amount per mile required if mileage of London and North-Western Company.
London and North-Western.....	1554	382576	653392	1130129	1462900	£. 9132	130	25 10	4547
London and South-Western.....	1188	61788	184625	246013	446762	£. 3810	189	36 3	3647
Great Western.....	2484	119496	360737	521040	820873	£. 3299	159	31 6	4939
Midland.....	417	218460	327120	586034	1357710	£. 3337	237	47 4	7317
London, Brighton, and South Coast, Lancashire and Yorkshire.....	1494	100502	195445	295947	462922	£. 3263	193	39 5	5461
Edinburgh and Glasgow.....	201	31761	53033	94814	655929	£. 4630	336	67 0	317
	514				241000	£. 4630	295	53 0	461

† The working stock of the London and North-Western company included plant for the Chester and Holyhead line, 60 miles of which has since been opened, bringing down the mileage to 2,376.

‡ Includes single line from Redbridge, on Southampton and Dorchester line.

§ Earnings of lines proper, only. Mileage calculated as if 159 miles double line.

Thus we see that the average is more than 3,300 a mile; but that, had these companies the same traffic per mile as the London and North-Western, their mileage charge would be—

South-Western.....	£4,547
Great Western.....	3,647
Midland.....	5,934
Brighton.....	4,939
Lancashire and Yorkshire.....	7,317
Edinburgh and Glasgow.....	5,461
London & North-Western being...	2,633

It follows, therefore, that these companies have provided a great excess of stock, which our experience denies, or that they are paying dividends out

of capital, a supposition which cannot be entertained, or (which I take to be the real solution of the question) that the London and North-Western company are undercharged for stock, by having, at various times and in different ways, deducted too large an amount, at the expense of their revenue, and, consequently, of the dividend of their proprietors.

The following table will show the progressive increase of the charge for stock for the London and North-Western railway, and the mileage, since 1840. Statement showing total amount charged to Capital and rate per mile for "Working Stock," from December 31, 1840, to December 31, 1847, inclusive, by the companies now amalgamated as London and North-Western.

Year.	Total Charge.	Total Mileage worked.	pr mile.
1840....	£602,999 0 0	2334	£2579
1841....	628,700 8 11	2604	2411
1842....	685,916 12 4	2604	2630
1843....	687,546 16 1	2854	2406
1844....	708,959 16 8	2854	2481
1845....	805,691 12 7	3034	2654
1846....	1,135,987 11 7	5024	2491
1847....	1,462,900 3 8	5554	2632
1848....	{ Opening of Chester and Holyhead line. }	6154	2376

In considering this table, it must be remembered that not only is the accommodation given much greater than formerly, but that in consequence of the heavy reductions in charge, both of passengers and goods, a much larger service has to be performed to produce the same return as heretofore. Thus, in 1840, three merchandise trains each way daily was sufficient on the London and Birmingham; now there are 15; yet the mileage stock is less!

I had prepared further statistical proof of this position; but this report has already become so long that I forbear to enter upon it. Should the Board desire it, the subject can be further analysed. I must beg leave to add one more table, also derived from authentic sources, showing the stock of wagons used by the various leading companies. I submit this, because remarks have occasionally been made as the large number possessed by the London and Northwestern company.

Statement showing comparative Stock of Wagons and other Vehicles used for Merchandise and Mineral traffic, belonging to the following companies, on the 31st December, 1847.

Lines.	Goods wagons.	Cattle wagons.	Coal wagons.	Miscellaneous.	Total.	
					No.	Per mile worked.
Lon. & N. western.	4845	612	653	97	6207	114
Midland.....	3600	300	2500	..	6400	144
Eastern Counties..	1037	639	529	70	2295	10
Great Western.....	890	..	..	30	922	31
York & N. Midland.	861	..	826	34	1721	94
York, Newcastle & Berwick.....	1991	..	9798	..	11788	74
Edinburgh & Glasgow.....	917	..	..	..	917	18
Lancaster & Yorkshire.....	3593	..	..	..	3000	15

The Great Western wagons are of twice the capacity of those on the narrow gauge, and their merchandise traffic is one-third of the London and Northwestern company's.

The Midland coal wagons can be used for goods also.

It will thus be seen, that if the comparative traffics are taken into account, the London and Northwestern Company carries on its trade with a very much less stock than any one of the companies enumerated.

Having thus endeavored to submit the facts of the case, it remains only very briefly to state the deductions which I draw from them. I am sensible of the incompleteness of these remarks; but the pressure of daily duties, and the necessity for placing the report in your hands before the close of the half-year, have compelled me to hasten its issue.

First, then, it appears to me that a desire fully to maintain the working stock has led the directors into opposite extreme; and that a portion of the fair earnings of the half year has been, from time to time, applied towards extinguishing the capital of the concern, instead of being divided among the proprietors, or being carried to the reserve fund for the maintenance of the future dividend.

Secondly, that a depreciation fund, or allowance, although it may have been to some extent prudent in the earlier period of the concern, is no longer required; but that with the large establishments of the company, there is full capacity for maintaining the efficiency of the plant.

Thirdly, that the condition of the company's stock is highly satisfactory, and contrasts very favorably with that of any other company.

Fourthly, that adopting the general practice of railway companies, the working stock of the London and Northwestern, reduced by repeated credits to £1,462,901 or 2,632 $\frac{1}{2}$ per mile, ought, at only 3.000 $\frac{1}{2}$ a mile, to stand at 1,845,000 $\frac{1}{2}$, or 382,099 $\frac{1}{2}$ more; but that as the earnings per mile are larger than those of any of the companies named, a still greater allowance might in fairness be made.*

Fifthly, that the market value of the working stock is 72,739 $\frac{1}{2}$ more than it stands in the books to have cost the company; and that taking the effective value as only 10 per cent. more than the original cost, the real working value of the stock is now at least 200,000 $\frac{1}{2}$ more than was paid for it.

Sixthly, that, in strict justice, the difference between the first cost and the present real value belongs to the existing proprietors, and might be available for division or transfer to a reserve fund; and

Lastly, that though this may be deemed undesirable, there was at least no reason whatever for setting aside, out of the profits of the last half year, the sum of 30,462 $\frac{1}{2}$, and that it fairly belonged, and should be re-transferred, to the credit of the surplus fund.

I remain, Gentlemen, your faithful servant.

MARK HUISEN.

Advantages of Railway Villages to Railway Companies.

A writer in England upon this subject says, of the future value of railway property—

"So long as the present law exists, this state of things will continue—the law which prohibits railway owners from holding property to benefit the railway indirectly. A private company may purchase land and make a road through it, and build houses on each side of the road. Why should a railway company be debarred from acquiring land by purchase on their borders and building houses and streets thereon? The value of a street is estimated by the value of the buildings and property on each side; and the value of the railway would be increased in the same way, when once the railway proprietors were permitted to become owners of buildings. The railway itself would be a secondary consideration, and cheap fares and numerous trains would be an infallible result. Railway companies would soon lay out farms and build factories, and let out power and supply water and gas and manure, and open mines and quarries, and teach landed proprietors to go and do likewise, when once this stumbling block were removed. They

*The earnings of the Companies enumerated above, for the week ending 17th June, 1848, as reported in *Herald's Journal*, were—

London and Northwestern.....	£101 per mile.
Great Western.....	83 "
Lancashire and Yorkshire.....	78 "
Edinburgh and Glasgow.....	65 "
London and Brighton.....	55 "
Eastern Counties.....	52 "
London and Southwestern.....	51 "
Midland.....	50 "

The London and Northwestern receipts apply only to the line and branches proper.

contain, dormant, the elements of prosperity, far greater than their most sanguine projectors ever dreamed of in their calculation of tolls and fares."

The pamphlet thus concludes:—

"Railways are not in excess. They can scarcely ever be in excess. As well say streets are in excess. Cost of railways may be in excess, but there has never been a railway made that will not attract population to its borders, when the interests of the railway owners and the land proprietors shall be one and the same. Inferior land, bordering on a railway, is far more valuable than the richest at a distance. Given the rails, all else can be made to follow. They will be far more valuable as a means of access to the property along their borders, than as communications between distant towns.

"National prosperity, as well as individual interest, is mainly concerned in the early solution of this problem. And if the railway interest be not thus bonded with national progress, the result will infallibly be a shortsighted policy—"killing the goose for the sake of the golden egg"—a constantly decreasing value in railway property, and an ultimate falling into the hands of the State, when possibly there may be a less amount of jobbing, but there will also be a stereotyping of the system; and then farewell to progress.

"At present railways appear at their lowest ebb; but if this thing shall come to pass, as in justice it ought, and as, if you be but courageous, it will, men would then take new heart. London and Birmingham would in such case, be better worth their 250 $\frac{1}{2}$ than ever they were yet. The mile lineal would come to represent the mile square; the toll trustees would rise into the landed proprietor; the long-stage proprietor would become the innkeeper, and the short-stager would grow into a householder. Gas would be made in the original coal-pits, and every spring of pure water would be converted to man's uses. Under such system, all the stations would become market towns and bazaars. The sheep-men would then be safer for ever, for it would be impossible to have great fluctuations in the value of property so secured.

"Monopoly, indeed! It would be desirable to have all England, Ireland, and Scotland living under such monopoly. We might as well complain of house-lords' or landlords' monopoly, having the right ourselves also to become land or house lords. There is something monstrously absurd in the fact that railway proprietors have the right to build houses and rent them to their own servants, but not to a servant's brother or son, or the stranger within their gates. If there be a case in which the *laissez-faire* principle may be trusted to act, it is in the construction of material property. Individual welfare will herein be found synonymous with national progress. Organisation is the one thing needful in civilised communities, and no institution is so powerful for organisation as are railways, if they be only left unmolested to work out their own prosperity. We give charters to water companies, and gas companies, and manure companies, and canal com-

panies, and railway companies, and banking companies, and building companies separately, and yet prevent a company from uniting together to work out conjointly all these things urgently for better advantage. Give them but free scope, and, in addition to all these, they will become provision purveyors to the community far more economical than we have yet beheld. If ever the true principle of communism—i. e., the general welfare of all the individuals of the community—is to be worked out, it must be by a railway system of free-trading companies, the essence of all free trade being free transit.

"Will you, gentlemen, explain to your sheepish proprietary that the present writer has no ill-will whatever to railway prosperity, but would simply impress upon them the desirability of not regarding their market quotations, but looking to intrinsic value.—They have a property which has, it is true, cost more than was needful, and which it has been sought to protect by a costly fallacy of oppositions, but which property is still intrinsically more valuable than has yet appeared, and which will yet stir up Capel-court to its foundations, when the time comes round with the seasons, that the human temperament grows sanguine under the influence of plentiful food, abundant capital, and a rising trade. England is yet far from her culminating point; and, if circumstances should dispose her to expend her surplus capital on herself instead of on her neighbours, the payment even of the National Debt will prove no very problematic affair. Large sums are only large to people of small means; and an increasing population, with means increasing in proportion, practically diminishes the amount of the natural obligations, by facilitating the means of meeting them."

The writer laughs at the idea of objections being taken to monopoly, while the whole country is open to the construction of competing lines, which he contends ought only to be originated as streets, when rightly developed. The monopoly would only be of the same kind as that of a builder, against whom the public is protected, by the competition of all other builders.

Companies, no doubt, labor under disadvantages, owing to the jealous caution of the legislature; and we trust they will join together to free themselves from this hardship. Upon the same principle that we contended for the policy of employing steam-boats to develop the traffic, so do we contend for the right to erect dwellings to make the traffic permanent.

The London and North Western railway are about to set a good example, in publishing full and undeniable accounts of all their transactions. We trust it will be followed. At any rate, those who fail will be marked as black sheep, and their shares will fall in the market. There ought to be no difficulty about this. Looking at the question broadly, there cannot be a doubt that such a line as the Eastern Counties', with a traffic of 16,000 $\frac{1}{2}$ per week, must be right. Supposing we take their expenses in round numbers at 8,000 $\frac{1}{2}$ per week, it would leave a balance of 5 per cent. on a capital of eight millions. Nothing

can be very wrong in such a case; but still the public at large do not know the whole amount of liabilities, and therefore are the shares unduly depressed in the market. The steadiness wherewith the traffic on the Eastern Counties' railway increases, is a definite proof that agricultural lines, held in contempt at the outset, are really the most valuable and permanent. The reasons for this, and the means of their greater development, will be a subject of future notice.

Prosperity is doubtless a pleasant thing; but uninterrupted prosperity is an unfailling corrupter of industry. Adversity, though unpleasant, is a wholesome chastener; and we are amongst the number of those who believe that railways will take a higher stand than they have ever yet done, after passing through their present slough of despond.

For the American Railroad Journal.
Railroads in Maine.

THE ATLANTIC AND ST. LAWRENCE RAILWAY.

The plan of connecting by railway, the St. Lawrence at Montreal, with the Atlantic at Portland, originated in clear perception in advance of its accomplishment, of the great change, which has now taken place in the commercial policy of Great Britain.

The British government, has grown to be, the great commercial nation of the earth, principally through the agency of her navigation laws, and her protective policy. For nearly two hundred years, or since the Navigation Act of 1651, the shipping interest of Great Britain gradually advanced, till it actually overshadowed that of every European rival; and the system of protection to colonial industry, had cemented, in apparently, indissoluble bonds, the scattered portions of her wide spread empire.

It was seen however, that the spirit of change was at work at home. The doctrines of Free Trade, had for ages, been urged by speculative minds and theoretical writers, without effect, till the *Anti Corn Law League* pressed more closely home, to the apprehension of the masses, the chance of obtaining cheaper food. The thought that this was within their reach, had only, to be once believed, and nothing could stay the march of this new movement for cheaper food, till its consequences should be measured by the experience of a future generation. I speak of it, only as a fact, not for the purpose of discussion, whether the name of Cobden shall be hereafter embalmed in history as the founder of an improved system of policy, or executed as the daring innovator and destroyer; are questions which future time will decide. To him, more than to any other man must be conceded the responsibility and the honor.

Sooner than its friends had dared to hope in such a result, the principle of Free Trade triumphed in the councils of the British government, and a policy is this day to be entered upon, which strikes off, forever her colonial empire, and soon leaves her without a foothold on the continent of North America.

Regarding this continent as under one commercial law, from the Rio Grande to the northern or upper side of the St. Lawrence valley, and from the Atlantic to the Pacific, the plan and the importance of the Portland and Montreal railway, will be readily understood and appreciated.

From the Gulf of Mexico to the St. Lawrence valley, extends a mountainous ridge, distant from one to two hundred miles from the Atlantic coast—beyond which, extends the vast basin drained by the Mississippi and the St. Lawrence. This basin,

is the great grain growing region of the earth, compared with which, the wheat fields, whose products come to the shores and the Black Sea and the Baltic, sink by comparison into trifling importance. The very conception, of the magnitude of this region and of its capacity to support life, impresses the imagination as the most extraordinary thought the world ever realized, and the mind becomes exhausted in attempting to measure the growth of population, which in a few generations shall inhabit it under the influences, now at work, to carry forward the majestic march of freedom and civilization in the new world.

It is only twenty-three years, since the waters of Lake Erie, were brought to the Hudson. In less time than that, Ohio, Indiana, Illinois, Michigan, Missouri, Wisconsin and Iowa, have grown into importance and become exporters of bread-stuffs. There is still beyond these giant states, yet in their infancy, a region larger than the original thirteen, still to come into the Union as states; whose soil is of equal fertility, and into which the ploughshare has never entered—beside the northern shores of the St. Lawrence now under British rule.

To devise the means of bringing the products of this region to the sea is the great work of our times. It has occupied the first minds of the country, from the time of Washington, to our day. He proposed to smite the waters of the James' river and the Kanawha. Clinton took the lead in connecting Lake Erie with the Hudson, and from Georgia to Maine various projects have been entered upon or proposed, with the same general purpose.

Had either the St. Lawrence or the Mississippi, found the Atlantic coast in a desirable latitude, with a good harbor at its mouth, the greatest city of the world would have there grown up. Instead of this, how strangely have these great rivers been guided, one to the inhospitable north, amid iceburys and dangers, the other to the quicksands of the Gulf of Mexico, and the diseases, and the hurricanes of the tropics.

Looking at the natural, or geographical features of this continent, if one was asked between what points the line of artificial communication should be opened, to afford the greatest facility for bringing the products of the west to the sea, he would say, at those points where you can connect by railway one of these great natural outlets of the western trade, with the ocean, in the shortest distance, and there find a good harbor—easy access, and open at all seasons of the year. Those points are Montreal and Portland, and one of the best harbors on the coast, is there found.

At the time of projecting the Erie canal, the idea seems never to have occurred that the Niagara river could be made navigable below Lake Erie, for vessels of the same size as those common to the lakes. The Welland canal, has changed completely, the relation of things as then subsisting. If this canal was under our government or on our side the St. Lawrence, Buffalo, and the Erie canal beyond Oswego, would lose their relative importance at once. To this condition they must eventually come, under the inevitable progress of the natural laws of trade, when all commercial restriction, upon this continent ceases.

The Welland and St. Lawrence canals were undertaken by Canada, for the purpose of diverting trade from the Erie canal, through the St. Lawrence river. It was never so much as dreamed, at that time by the Canadians, that protection to colonial industry was to be withdrawn. The difference in the price of freights from Montreal to Europe over

that paid from the Atlantic cities, was more than made up, by the protective duty. Take this protection away from Canada, and trade would seek other routes than the difficult and dangerous one through the St. Lawrence. This idea was the first thought, in the progress of the plan for using these canals and seeking a better outlet to the sea by railway to Portland.

Herein may be seen the difference between the project of the Portland and Montreal railway, and the former ones, which occupied the attention of the people of Maine, one proposing to reach Quebec, the other Lake Champlain and Ogdensburg.

The Welland and St. Lawrence canals gave birth to the idea of the Portland and Montreal railway. Before they were undertaken, the project of a railway to the St. Lawrence from Portland was impracticable if not absurd. To attempt to confound the one idea with the other, is as absurd, as it would be to regard the Halifax and Quebec railway project, as identical with Whitney's plan of a railway to Oregon.

The idea of the Portland and Montreal railroad was purely commercial. Montreal is at the head of sea navigation on one side, and the foot of the canal navigation on the other. She is the natural basin of the incoming and outgoing trade. If the navigation from Montreal to Europe was as easy, and freights as cheap, at all seasons of the year, as from June to September, she might aspire to be the second city of the Continent. Flour can be brought from Chicago to Montreal for 30 cents a barrel. If the navigation acts are repealed, and all commercial restriction taken off, flour would in the summer months take the St. Lawrence route. But, in the present condition of things it will be cheaper to take produce from Montreal to Portland by railway (when it is completed), and ship the same from the latter port to Europe and the Atlantic cities. The cost of the whole line of 275 miles will not exceed \$7,000,000, or less than the expense of the railway from Boston to Albany, and the grades more favorable, not exceeding fifty feet to the mile. By this route flour can reach the harbor of Portland for 60 cents a barrel, from Lake Michigan.

After the opening of the railway from Boston to Albany the thought of a cheaper route for western produce to reach the sea coast of New England was never suggested till the plan of the Portland and Montreal railway was urged. Since then the whole region of country, between Buffalo and Montreal, and between New-York and Portland, have been alive to the discussion of the rival routes. Among all these schemes, the Portland railway project has alone gained the confidence of the people of Canada and Montreal; and its claims are now generally admitted.

Hardly had the thought of the merchants of Montreal been tuned to the question of this railway, before our draw-back law of 1845 came into operation. The effect of this law had been predicted, and its consequences to Montreal foretold; still her merchants, at first, regarded the suggestions of danger to their trade as fanciful, or of little moment, until they saw the import trade of Montreal passing quietly into New York hands, and Canada West no longer her most valuable customer.

In 1846 the last hope of the British colonies was served by the passing of Sir Robert Peel's measure, abolishing the corn laws, which goes into effect February 1st, 1849.

From this time forward all inducement for British connection ceases in Canada, and a similar law in regard the timber duties bears with the same

effect on the lower provinces of New Brunswick and Nova Scotia. The consequence of this state of things is no longer problematical. These provinces must be independent of Great Britain. The reciprocity bill has only to be passed by Congress, and free trade with Canada established, and Maine assumes at once her proper position in the commercial operations of the times. Portland must become the shipping port of a large portion of Canada, and a competitor with New York for the trade of Lake Erie and the upper lakes. The relations of this road to the lower provinces, and the Atlantic cities, requires more space than one number of this journal can spare. This topic will be hereafter noticed.

Feb. 1, 1849.

J. A. P.

AMERICAN RAILROAD JOURNAL.

Saturday, February 3, 1849.

VALEDICTORY.

With this number our direct connection with the American Railroad Journal as editor and publisher ceases; a few words at parting with old and valued friends, may not be amiss, or unacceptable. For nearly eighteen years the Railroad Journal has been our hobby, our pride and our pleasure. That it has done something towards advancing the railroad interests of the country few will deny—but that it has realized our idea, or equaled our desires, no one acquainted with us, will for a moment suppose.

We commenced the Journal against the general opinion of friends—some deemed it visionary, and others almost questioned our sanity; while the general inquiry was, "where do you expect to find material for such a publication?" To us, however, was given—by the experiments on the Stockton and Darlington, and Liverpool and Manchester railroads, from 1827 to 1831—a clear perception of the astonishing capacity of railways with steam power—and the inspiration of hope that our own cherished country might participate largely in their influences. The astonishing results of the experiments with the locomotive, on the Liverpool and Manchester railway, in October 1829, convinced us that a new agency had been set to work, which would, if properly directed, greatly advance the interests, and enhance the pleasures, of mankind; and to aid in the improvements of this new agency of progress, was a prominent inducement to the commencement, and we may truly say has been a strong incentive to the continuance, of the Journal. That new agency, which, at the commencement of the Journal, was little understood, has since grown to be a mighty power, pervading almost every civilized nation of the earth; yet it is still in its infancy, and by no means duly appreciated or understood.

To sustain the Journal, till it reached a successful position, required exertions and sacrifices, which few were aware of; yet with all our efforts we have not been able, at all times, to give it the requisite attention to make it what the railway interest of the country demanded. It has, however, been gradually extending its circulation until it reaches every state in the Union—except Iowa, Arkansas and Texas—and also Canada, New Brunswick, Cuba, England, France and Germany.

One thing we may now say—though it may be said to argue little for our sagacity—we have rarely ever solicited a subscriber to the Journal, and never a personal favor on its account—and whilst we desire to acknowledge many, very many, courtesies from those in charge of different lines of railway, it is our pride, and our pleasure to be able to say, that pecuniary, or personal advantage, has not been

the first and greatest motive for carrying it on. This will, and probably should, be regarded as a fault—by some not to be excused. Be it so then—in the estimation of others but to us it is a rich reward to have been instrumental, during so long a period, in the advancement of an enterprise which contributes so largely to the necessities, the comforts, and the wealth of the masses—the millions—even though we only share *equally* with them in the benefits resulting from our labors.

But more ample means, and higher attainments, than we possess, are required to meet the demands of the age, and make the Journal what it may, and should be; and it was to us most desirable that it should pass into the hands of those who were deeply imbued with the spirit which originated, and has so long sustained it—a measure not so easily secured, yet, we are gratified to be able to say, it has been successfully accomplished—and the Railroad Journal, with all its appendages, has been transferred to those who are abundantly able, and fully determined, to make it what the present advanced state of the railway cause requires and demands.

In thus retiring from the Journal, at a period of all others since its commencement, the most auspicious—that it may, in other, and abler, and equally devoted hands, become more useful—we feel that we are still devoting our best efforts to the cause, and therefore take pleasure in the introduction, to our readers and our friends, of our successor, *Henry V. Poor, Esq.*, late of Bangor, Maine, who is to be the resident editor in New York; and whose extensive acquaintance, especially in New England, will give him important advantages; and whose reputation, we feel assured, guarantees success to the Journal.

Mr. Poor assumes the station under the most favorable auspices. In its management he will have the assistance of gentlemen of ability and large experience—known as among the most sagacious and far-seeing minds of the country—and whose practical acquaintance with railways will ensure for it the result of experience and sound judgment from different parts of the country. He has also ample means at command to enlarge and improve the Journal to meet any increasing demand upon it. We therefore desire—in taking leave of our favorite pursuit, our long cherished medium of pleasure and usefulness, and our numerous, generous and indulgent friends, and the friends of the great railway interest—to solicit for our successor, the continued support, and cordial co-operation, of all who have sustained us in our labors; and we earnestly commend him and the Journal to their confidence. We would urge upon all the friends of railways, the importance of prompt and vigorous efforts to extend the circulation, and the usefulness, and the income, of this *their own organ*, that the editor may be cheered on in his arduous labors, the system be improved and extended, and the millions of capital invested liberally rewarded, and mankind largely benefited; while, for ourselves, we only desire to carry with us, to our far off home, the confidence, and the kind wishes of all, *only* in proportion as we have endeavored to serve all. From the new field of labor to which we are going, with thousands of other American hearts, we intend to send some messages to our friends through the columns of the Journal.

D. K. MINOR.

As we shall not leave New York until about the 15th of February, we shall be gratified by the receipt of communications from our old friends, to cheer us on our way across the *Isthmus of Panama*,

where we propose to spend a fortnight in the examination of the route of the proposed railroad, and from which we may make our first report.

INTRODUCTORY.

The undersigned have become proprietors of the American Railroad Journal. It will be published hereafter at 54 Wall street, under charge of HENRY V. POOR, as resident editor, assisted by several contributors, some of them already known as leading railroad men in the country.

In assuming this charge, the inquiry will at once arise, among the readers of the Journal, as to the manner in which it will be hereafter conducted.—We promise, at the outset, nothing but a devotion to its management of all the ability and industry with which we are endowed.

The Locomotive Railway System has now become the great necessity of man—the great instrument of civilization and progress—the great idea of modern times. It has already done more to relieve the burdens of labor—to minister to man's wants and necessities, and to elevate him in the scale of being, than any other agency that has ever been exerted.

The Locomotive Steam Engine we regard as the greatest achievement of man—the most extraordinary instrument of good, the world has yet reached—throwing far into shade, the fabled deities of ancient mythology—practically realizing the boasted virtues of the lamp of Alladdin.

It brings to man, in some good degree, the gratification of his highest wish, his loftiest earthly aspiration. It traverses the earth with a speed outstripping the swiftest bird upon the wing, carrying—not thought or language alone, but—man, living, breathing, sensitive man—instinct with new life—new energy—new powers, conscious almost of new faculties and a new creation. Without danger, and without fatigue, it enables man to transfer himself to distant regions of space, and participate in the enjoyments—the physical gratification, and the various pleasures of social existence in a manner before unknown. Labor is relieved of its most dreaded burdens, and humanity raised, in aspiration, and pursuit, from the sensual to the ideal. Suspend for a single year, or for a single month, the railways of the world, and society would feel a shock, like that occasioned by a disturbance of the law of gravitation, or the withdrawal of the sun from the heavens.

The influence and the value of the Locomotive Railway System are now beginning to be felt in every civilized community. Though still in its infancy, it has done much for humanity, wherever its blessings have been realized, by changing the conditions of labor, and giving to man far greater means for the gratification of his higher nature, and enjoying the refinements of intellectual and social life. It gives to every community the productions of the ideas of every other—disclosing or creating new sources of enjoyment, and multiplying, to an infinite degree, every susceptibility to pleasureable emotion. It practically prolongs our being, not to one, but to a fourfold degree, enhancing, in the same ratio, all the joys of existence.

Its social and political advantages are less appreciated, than its commercial. It will not have achieved its highest work, till it has harmonised political differences, and elevated all men to the highest social condition of which they are capable. When the net work of railroads shall cover the continent from the St. Lawrence to the Rio Grande, and from the Atlantic to the Pacific, there need be no fear of discussing the value, or the permanency, of the

Union. The Union of the states will not then be a mere paper constitution, but a social and practical reality. And, when the iron bands of the railway shall stretch their unbroken lines from the Straits of Gibraltar to the banks of the Neva, the masses of Europe will no longer be taxed for the support of standing armies to maintain the Balance of Power.

Whoever, therefore, labors in this field, has more than the ordinary rewards of toil. He is working for humanity—for progress—for the highest good of his race.

Profoundly impressed with these views, we intend in accordance with their spirit to conduct the Journal. The vast amount of practical talent now devoted to the railway interest, and its kindred branches, requires far higher powers, and greater energy, than we can bring to its management. Our hope is, that we may be able to secure, and concentrate some portion of this talent in its columns, and make it truly, and fully represent, the leading ideas of the railway interest of this country. This interest, already one of great strength and energy, is daily receiving vast accessions. The world is impressed with great ideas. This continent is hourly becoming more important in the social, political and commercial movements of the times. New regions of territory have been opened to us during the past year, which have awakened in many portions of the Union a spirit of adventure, which has seen no parallel since the discovery of America. The revolutions in Europe of 1848, will give new energy to the cause of emigration, and the next few years will witness changes in this country, greater than any previous experience of the past. We are entering upon a new career of prosperity and success, with the great agencies of modern progress in our hands.

There is danger of over-action in the cause of railways, as well as in other branches of business. It is no longer wise for capitalists, and stockholders in railways, or business men of any sort, to leave the work to so few hands as heretofore.

Others, besides directors, engineers and contractors, require to possess some knowledge of the practical workings of railways, and their relations to property and life.

The Railroad Journal was started in 1831, before any similar publication was attempted in this country, or elsewhere.

In Great Britain, and on the continent of Europe, since then, several journals have sprung up—many of them among the most profitable of the publications of the day—devoted to this interest. It is believed, therefore, that the time has come when public wishes and the railway interest, will justify an enlargement of our Journal. Within a few years past, the ordinary newspapers of the day have been compelled to give much space to this branch of industry, from the growing inquiring of the public mind. More elaborate discussion of principles, and of scientific discoveries, are now demanded, in addition to the ordinary intelligence of the movements of railway companies, to meet the spirit of the times. This spirit we hope to be able in some manner to gratify.

The history, the influence, and the improvements of the railway, as well as a careful inquiry into the management of railroad directors, and officers, are now wanted. The mechanic arts, steam navigation, commerce and mining—especially in connection with locomotion and the progress of industry—come within the range of our purposes. We hope to make it a desirable channel of communication for all the public companies, and furnish such details as will give the business man, and the travelling

public, their best guide to every portion of the continent. Merchants—Railroad Companies—Builders of Machinery—Patentees—Inventors—Iron Dealers—Contractors—and all Steamboat, Stage, and Packet Lines, will find this a desirable channel of communication. The paper circulates among these various interests in all the States of the Union, but three—Iowa, Arkansas and Texas—in the District of Columbia—Canada—N. Brunswick—Cuba—Great Britain—France and Germany. Descriptions and details of working machinery, are the best advertisements their builders can publish. The fame of Stephenson dates back to, if it does not rest upon, the fortunate results of the public experiments made with the Rocket in 1829, though Braithwaite had surpassed him in the model and the general finish of the locomotive.

Second only in importance to the railway system is steam navigation. This agency has opened the west to the hardy emigrants from the Atlantic states, and brought the products of its soil to market. This agency will still go on, hand in hand, with the railway—its handmaid, rather than its rival. England is encircling the globe with ocean steamers, and we are just starting on a similar career. A single year has accomplished, in our midst, results that a few years ago would have required the labor of a whole generation.

In resigning into our hands a work so long and so faithfully conducted by Mr. MINOR, he has expressed himself in a manner that may lead our readers to expect too much from us.

No one can feel more sensibly than we, the magnitude of such a task. We assure all the friends of railroads of our desire to give all the strength to the Journal which their patronage will justify. If the field of labor could yield a tolerable return from the day it was started till now, may we not hope for more abundant reward in this day of railway success? In the hands of Mr. MINOR, it has grown with the growth and strengthened with the strength of the railway system. If he has been unable to give to the Journal, the last few years, all the attention which its increasing patronage seemed to require, no one who has followed it through its whole course, can fail to have been impressed with the zeal and the ardor of his early devotion to this great cause—his unvarying independence and integrity of opinion. He has been a projector and pioneer. Few men have left so enduring a monument of industry, of public spirit and success. He has seen the railway, from its humblest beginning, grow into strength and into manhood, till it embraced one of the great interests of business, and has become the great necessity of our times. His exertions have been largely instrumental in accomplishing this result. The railway interest in this country owe him a debt of gratitude which we are quite certain cannot become either outlawed or forgotten.

Equal industry and perseverance at this day, will certainly ensure abundant success to the Journal. The pledge of our highest endeavor is all the guarantee we offer.

JOHN H. SCHULTZ & CO.

The Law of Progress.

Were a cool-headed, sagacious man to rise up in our midst, and assure us, that within the next dozen years, the average rate of travel upon our best railroads would be forty, fifty, or sixty miles an hour—what should we think of him? And yet, beyond all question, what these roads are now doing, upon the average, compared with what was expected of them, by reasonable men, about a dozen years ago,

is more astonishing. In other words, it is more probable that within the next dozen years, the average rate of travel on our best roads, will be forty, fifty or sixty miles an hour, than it was about a dozen years ago, that we should do what we are now doing every day—look at the prodigious augmentation of locomotive power—at the style, strength, finish, and safety of our cars—at their comfortable width, and amazing steadiness, upon the broad gauge—the numberless inventions for lessening the jar—the spring seats, the compressed air, the India rubber applications, and other contrivances: and then say whether, at the end of another dozen years, refreshment and sleeping rooms, card rooms and smoking rooms, are not more likely to be established, than were the luxuries we now enjoy, twelve years ago?

Let another man appear, and keeping his eye upon what has happened since the telegraph system was first established, assure us, that within a like period, they would cross the ocean, traverse Europe, and complete the circuit of the world, enabling us to talk together, people with people, as with our next door neighbors, by the help of the Atlantic or Pacific; nay, that we should, in all human probability, be enabled to maintain a correspondence with our friends in all parts of the earth, and without the help of wires, or any better acknowledged medium than the atmosphere, simply by adjusting two magnets by the same scale, so that each would answer the other, by repeating the marks made by that other—should we not insist upon sending him to a mad house? And yet, what we are doing now by the help of Morse's telegraph, is more wonderful, compared with what we were doing then, by express riders, and signals, and carrier pigeons. Had we been told then, that people, a thousand miles apart, would talk together, by the help of wires, just as if they were in adjoining rooms, and not being able to make themselves heard through the partition, were driven to a correspondence by writing.

Bear in mind what has just been done by the help of astronomy, navigation, and mathematics, by this new application of the simultaneous power, in fixing the longitude of certain places. Let us ask ourselves where these extraordinary developments are to stop. Miracles are matters of hotly occurrence. We are doing impossibilities every day. And we must continue in the same career—otherwise our blood will stagnate in the arteries of our children.

America is now the great laboratory of the world. Here is the chamber of power. Here the germinating principle of a new system. Here—and here only—can the experiments demanded by man, for the bettering of his condition, politically, socially, and morally, be tried upon a scale worthy of man, worthy of his hopes, and worthy of his belief. The mechanic arts are only part and parcel of that system, whose workshop is the universe—and are, and always must be, from the very nature of things, dependent upon the political organization of society. Where men are free, thoughts are free. And where living is cheap, and the field of enterprise open to all alike—with no penalties in view, men are not afraid to venture boldly. At the worst, they are only laughed at if they fail. They are never ruined for life as in other countries. Hence the amazing number of original discoveries among us, by ignorant men: men really ignorant of the first principle of mechanics, and often wholly unacquainted with the laws they seem to set at defiance—hydraulics, hydrostatics, projectile, momentum, traction, etc.—God prosper them all, nevertheless. The Chinese may go on, age after age, making ivory trinkets

the same shape, with the same tools; the English working over their old materials, in the best possible manner, but seldom stepping aside for inquiry, lest they may never find their place again, among their fellow craftsmen, if they happen to be belated for a single day; but our Americans have another, and a very different mission. They are bound to try their hands at everything; to be "everything by turns, and nothing long," that the world may be regenerated.

J. N.

Law.

REFUSAL OF ENGINEER TO CERTIFY.—Dec. 13, 14, 1848, in the Vice Chancellor's Court. *In re McIntosh v. the Great Western*, demurer to a suit by the executors of the late Mr. Hughs McIntosh, a contractor employed by the Great Western, praying for a declaration that the withholding, on the part of Mr. Brunel, of the certificates necessary to entitle the contractor to payment, was a fraud upon the latter; and for an account of what was due from the company; and for payment. A portion of the contracts, which were entered into in 1836, related to works upon three miles of the line between Ealing and Hendon, the stipulated payment being 27,956l. The contract was under seal, dated Nov. 5, 1836. It was thereby agreed that Mr. McIntosh would perform the works to the satisfaction, in all things, of the company, and their principal or assistant resident engineers. It was also provided that, in case of any variation in the works, the contractor should perform them agreeably to the former stipulations. If the work should be impeded or delayed through the act of the company, an extension of time and allowance of extra enumeration were to be determined by the engineer; but no work was to be considered as executed unless done to the satisfaction of the principal engineer, and unless it should have been certified by him to have been so executed. According to the statements in the bill, the truth of which was assumed for the purposes of the argument, the works had been properly performed according to the contract, and notice had been given by the contractor for the engineer to examine the works and give his certificate. But the bill charged that although it was the duty of the engineer so to certify, he refused to do until another contract had been completed by Mr. McIntosh; and the bill also charged that in so refusing, Mr. Brunel was acting in collusion with the company, and under their direction and authority. The case was argued at considerable length on Tuesday last; and yesterday, the Vice Chancellor said the case was substantially this: A tradesman and customer contracted together that the former would execute for the latter works of considerable magnitude, in consideration of being paid according to their value—that value being to be decided by a third person, specified, who, when satisfied of the due execution of the work, was to certify accordingly, and the tradesman was not to be entitled to receive anything without such certificate. The works were then executed by the tradesman to the satisfaction of the customer and the third person, but payment was refused for want of the certificate without any just cause. His Honor thought that a state of things which would entitle the tradesman to relief in equity against the customer; the case of the tradesman being that of the plaintiffs here, and the case of the customer that of the company. His Honor thought the demurer of the company unsustainable. It had been argued that the refusal of the engineer was a breach of covenant on the part of the company, for which an action would lie; but if it were, that was not sufficient to defeat the plaintiffs' right to relief in equity under the circumstances of the case; nor did his Honor think that the position of the engineer, as being employed by the company, a sufficient objection to the case of collusion stated by the bill, he having been, under this contract, appointed to functions analogous to those of an arbitrator. It had scarcely been contended that the case of the secretary differed from that of the company; but for Mr. Brunel it had been argued that his demurer stood upon wholly different and independent grounds. The charges in the bill, however, were such, that upon the whole Mr. Brunel appeared to be made a party with as much fitness and propriety as Mr. Saunders; and against both the discovery, which could not be obtained on oath from

the company, might, his Honor thought, be properly prayed and that was all the bill sought from them. The demurer must therefore be all overruled.—*Railway Chronicle*.

DIRECT ACTION ENGINES FOR STEAMBOATS.

THE PATENT DOUBLE CYLINDERS, AND ALSO THE ANNULAR RING PISTON ENGINES, of Messrs. Maundslay, Sons & Field, of London, may be built in the United States, under license, which can be obtained of their agent,

THOMAS PROSSER, C. E.,
28 Platt street, New York.

May 6, 1848.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse N. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

FAIRBANKS' RAILROAD SCALES.

THE Subscribers are prepared to construct at short notice, *Railroad and Depot Scales*, of any desired length and capacity. Their long experience as manufacturers—their improvements in the construction of the various modifications, having reference to strength, durability, retention of adjustment, accuracy of weight and despatch in weighing—and the long and severe tests to which their scales have been subjected—combine to ensure for these scales the universal confidence of the public.

No other scales are so extensively used upon Railroads, either in the United States or Great Britain; and the manufacturers refer with confidence to the following in the United States.

Eastern Railroad,	Boston and Maine R. R.,
Providence Railroad,	Providence & Wor. R.R.,
Western Railroad,	Concord R. R.,
Old Colony Railroad,	Fitchburg R. R.,
Schenectady Railroad,	Syracuse and Utica R. R.,
Baltimore & Ohio Road,	Baltimore & Susq. R. R.,
Phila. & Reading Road,	Schuylkill Valley R. R.,
Central (Ga.) Railroad,	Macon and Western R.R.,
	New York and Erie Railroad;
	and other principal Railroads in the Western, Middle and Southern States.

E. & F. FAIRBANKS & CO.

St. Johnsbury, Vt.
Agents: FAIRBANKS & Co., 81 Water st. N. York.
A. B. NORRIS, 196 Market st., Philad.
April 22, 1848. 1y17

NEW PATENT CAR WHEELS.

THE SUBSCRIBERS ARE NOW MANUFACTURING Metallic Plate Wheels of their invention, which are pronounced by those that have used them, a superior article, and the demand for them has met the most sanguine expectations of the inventors. Being made of a superior quality of Charcoal Iron, they are warranted equal to any manufacture.

We would refer Railroad Companies and others to the following roads that have them in use. Hartford and New Haven, Connecticut River Railroad, Housatonic, Harlem, Farmington, and Stonington.

SIZER & CO.

January 29, 1848, if

Springfield, Mass.

WILLIAM JESSOP & SONS, CELEBRATED CAST-STEEL.

The subscribers have on hand, and are constantly receiving, from their manufactory,

PARK WORKS, SHEFFIELD.

Double Refined Cast Steel—Square, flat & octagon. Best warranted Cast Steel—Square, flat & octagon. Best Double and Single Shear Steel—Warranted. Machinery Steel—Round.

Best and 2d gy. Sheet Steel—for Saws and other purposes.

German Steel—flat and sq., "W. I. & S." "Eagle" and "Goat" Stamps.

Genuine "Sykes," L Blister Steel.

Best English Blister Steel, etc., etc., etc.

All of which are offered for sale on the most favorable terms, by WM. JESSOP & SONS,
91 John Street, New York.

Also by their Agents—

Curtis & Hand, 47 Commerce St., Philadelphia.

Alex'r Fullerton, & Co., 119 Milk St., Boston.

Stickney & Beatty, South Charles St., Baltimore.

May 6, 1848.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required; large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,

Albany Iron and Nail Works,

RAILROAD IRON AND LOCOMOTIVE

R Tyres imported to order and constantly on hand

by A. & G. RALSTON

Mar. 20th

4 South Front St. Philadelphia.

RAILROAD IRON—2500 TONS HEAVY

R H Rail, now landing, and expected shortly to arrive, for sale on most favorable terms by

DAVIS BROOKS & CO.

July 19th, if

68 Broad street, New York.

RAILROAD IRON.

1 000 tons T Rails, weighing about 60lbs. to the yard, of the latest and most approved pattern, for sale by BOORMAN, JOHNSTON, & CO.,
119 Greenwich st., New York.

Jan. 20, 1849.

6w

DEAN, PACKARD & MILLS,

MANUFACTURERS OF ALL KINDS OF

RAILROAD CARS,

SUCH AS

PASSENGER, FREIGHT AND CRANK CARS,

— ALSO —

SNOW PLOUGHS AND ENGINE TENDERS OF VARIOUS KINDS.

CAR WHEELS and AXLES fitted and furnished at short notice; also, STEEL SPRINGS of various kinds; and

SHAFTING FOR FACTORIES.

The above may be had at order at our Car Factory,

REUEL DEAN,

ELIJAH PACKARD,

ISAAC MILLS,

SPRINGFIELD, MASS.

1y48

JAMES LAURIE, Civil Engineer.

No. 23 RAILROAD EXCHANGE, BOSTON, MASS.

Railroad Routes Explored and Surveyed. Estimates, Plans and Specifications furnished for Dams, Bridges, Wharves, and all Engineering Structures
October 14, 1848. 6m

MASONS AND STONECUTTERS WANTED—AT THE U. S. NAVY YARD, NEAR PENSACOLA.—Twenty good Stonecutters can find immediate employment at dressing granite by the superficial foot. The beds and builds of the stone will alone be dressed—the face being left rough. For this work the high price of 25 cents per superficial foot will be allowed on the stone now in the yard, and the tools sharpened.

Those who are Masons as well as Stonecutters, will be preferred: and, more especially, those who are disposed to work, when necessary, in Diving Bells. The works in progress are very extensive, and will, probably, afford constant employment for some years.

To good workmen, of the above description, when employed by the day, the wages will be \$2.50, on the ten hour system; to which, an addition at the rate of one dollar per day will be made for such time as they may be employed in the Diving Bells. Or at the rate of \$3.50 per day.

The Diving Bells, and Machinery, are constructed on the most approved plans, and will be abundantly supplied with air and light, and the water kept low in the Bells, so that no inconvenience will be felt by the workmen, the depth being only from 25 to 30 feet.

Two good MACHINISTS can also find employment in the Navy Yard. Apply in person, to
JAMES HERRON,
Civil Engineer, Navy Yard.
Jan. 1. 10t

RAILROAD IRON.

THE TRENTON IRON COMPANY ARE now turning out one thousand tons of rails per month, at their works at Trenton, N. J. They are prepared to enter into contract to furnish rails of any pattern, and of the very best quality, made exclusively from the famous Andover iron. The position of the works, on the Delaware river, the Delaware and Raritan canal, and the Camden and Amboy railroad, enables them to ship rails at all seasons of the year. Apply to

COOPER & HEWITT, Agents,
17 Burling Slip, New York.

October 30th, 1848.

MANUFACTURE OF PATENT WIRE Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers etc., by
JOHN A. ROEBLING, Civil Engineer,
Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition. 92v1 1y

NORWICH CAR FACTORY,
NORWICH, CONNECTICUT.

AT the head of navigation on the River Thames, and on the line of the *Norwich and Worcester Railroad*, established for the manufacture of
RAILROAD CARS,

OF EVERY DESCRIPTION, VIZ:
PASSENGER, FREIGHT AND HAND CARS,
ALSO, VARIOUS KINDS OF
ENGINE TENDERS AND SNOW PLOUGHS.

TRUCKS, WHEELS & AXLES

Furnished and fitted at short notice.

Orders executed with promptness and despatch.

Any communication addressed to

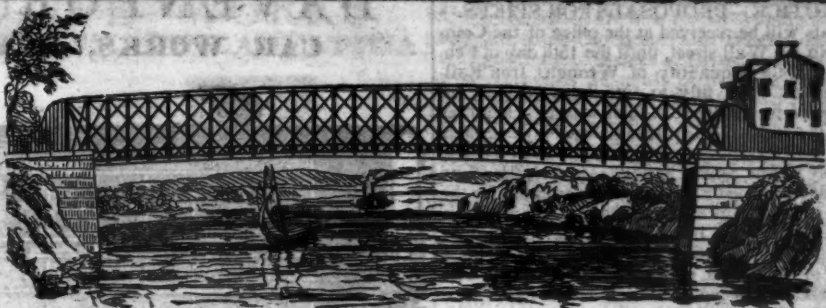
JAMES D. MOWRY,

General Agent,

Norwich, Conn.,

Will meet with immediate attention.

1y8 1y25



RIDER'S PATENT IRON BRIDGE.

THE RIDER IRON BRIDGE having now been fully tested on the Harlem Railroad, by constant use for about eighteen months, and found to answer the full expectations of its most sanguine friends, is now offered to the public with the utmost confidence as to its great utility over any other Bridge now known.

The plan of this Bridge is to use the iron so as to obtain its greatest longitudinal strength, and at the same time is so arranged as to secure the combined principles of the *Arch*, *Suspension* and *Triangle*, all under such controlling power as causes each to act in the most perfect and secure manner, and at the same time impart its greatest strength to the whole work.

THE RIDER IRON BRIDGE COMPANY are prepared to furnish large quantities of Iron Bridging for Rail Road or other purposes, made under the above Patent, at short notice, and at prices far more economical than the best wood structure, and on certain conditions, the first cost may be made the same as wood.

Models, and pamphlets giving full descriptions of the *Rider Bridge*, with certificates based on actual trial from undoubted sources, will be found at the office of the Company, **74 BROADWAY, up stairs,** or of **W. RIDER & BROTHERS, 58 Liberty Street,** where terms of contract will be made known, and where orders are solicited.

November 25, 1848.

M. M. WHITE,
Agent for the Company.

**LAP—WELDED
WROUGHT IRON TUBES**

FOR

TUBULAR BOILERS,

FROM 1 1-2 TO 8 INCHES DIAMETER.

These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive Marine and other Steam Engine Boilers.

THOMAS PROSSER,

Patentes.

28 Platt street, New York.

**ENGINEERS' AND SURVEYERS'
INSTRUMENTS MADE BY
EDMUND DRAPER,**

Surviving partner of
STANCLIFFE & DRAPER.



No 23 Pear street, below Walnut,
1y10 near Third, Philadelphia.

RAILROAD SCALES.—THE ATTEN- tion of Railroad Companies is particularly requested to *Ellicott's Scales*, made for weighing loaded cars in trains, or singly, they have been the inventors, and the first to make platform scales in the United States; supposing that an experience of 20 years has given a knowledge and superior advantage in the business.

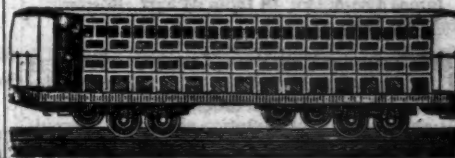
The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of granite, extending across the pit, the upper part of the scale only being made of wood. *E. Ellicott* has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schuylkill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.

ELLICOTT & ABBOTT.

Factory, 9th street, near Coates, cor. Melon st.
Office, No. 3 North 5th street,
Philadelphia, Pa.

CAR MANUFACTORY,
CINCINNATI, OHIO.



KECK & DAVENPORT WOULD RE- spectfully call the attention of Railroad Companies in the West and South to their establishment at Cincinnati. Their facilities for manufacturing are extensive, and the means of transportation to different points speedy and economical. They are prepared to execute to order, on short notice, Eight-Wheeled Passenger Cars of the most superior description, Open and Covered Freight Cars, Four or Eight-Wheel Crank and Lever Hand Cars, Trucks, Wheels and Axles, and Railroad Work generally. Cincinnati, Ohio, October 2, 1848. 41t

RAILROAD IRON.

THE MOUNT SAVAGE IRON WORKS, Allegheny County, Maryland, having recently passed into the hands of new proprietors, are now prepared, with increased facilities, to execute orders for any of the various patterns of Railroad Iron.—Communications addressed to either of the subscribers will have prompt attention.

J. F. WINSLOW, President

Mount Savage Iron Co., Troy, N. Y.

ERASTUS CORNING, Albany.

WARREN DELANO, Jr., N. Y.

JOHN M. FORBES, Boston.

ENOCH PRATT, Baltimore, Md.

November 6, 1848.

THE NEWCASTLE MANUFACTURING Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

HUDSON RIVER RAILROAD.

NOTICE.—PROPOSALS FOR SPIKES.—Proposals will be received at the office of the Company, No. 54 Wall street, until the 15th day of February next, for a quantity of Wrought Iron Railroad Spikes, from fifty to two hundred tons, (of 2000 lbs.) to be delivered at such wharf or wharves on the line of said Railroad as may be designated by the Chief Engineer in the employment of said Company. The Spikes to be nine-sixteenths of an inch square, headed and sharpened, suitable for the purpose, and to be of such lengths, not less than six, nor more than seven inches, as may be required by said Engineer. The Spikes to be made of the best quality of iron, and put into suitable kegs, with weight and size of Spike marked on the head.

The Directors reserve to themselves the right to accept or reject proposals that may be offered, as they may consider the interest of the Company to require.

JOHN B. JERVIS, Chief Engineer.
Office Hudson River Railroad Co.,
New York, 10th Jan., 1849. } 312

FULLER'S PATENT INDIA RUBBER SPRINGS.

The Commissioner of Patents has dissolved the interference which had been declared against this Patent. The Patentee is ready to supply the springs upon the shortest notice, in any quantity, and at a moderate cost. They have now been in use for nearly 4 years, with complete success. They are made of the best materials, are economical, both as to cost and wear; are light and very easy in their motion.

The patent was granted to W. C. Fuller, in October 1845. G. M. KNEVITT, Agent.
Office, 78 Broad street New York, and at Messrs. James Lee & Co., 18 India Wharf, Boston.
Jan. 13, 1849.

NICOLL'S PATENT SAFETY SWITCH

for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails: the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee
G. A. NICOLLS,
Reading, Pa. } 345

IRON BRIDGES, BRIDGE & ROOF BOLTS,

etc.—STARKS & PRUYN, of Albany, N. York, having at great expense established a Manufactory with every facility of Machinery, for manufacturing Iron Bridges, Bridge and Roof Bolts, together with all kinds of the larger sizes of Screw Bolts, Iron Railings, Steam Boilers, and every description of wrought iron work, are prepared to furnish to order, on the shortest notice, any of the above branches, of the very best of American Refined Iron, and at the lowest rates.

During the past year S. & P. have furnished several Iron Bridges for the Erie Canal, Albany Basin, etc., and a large amount of Railroad Bridge Bolts, all of which have given the most perfect satisfaction.

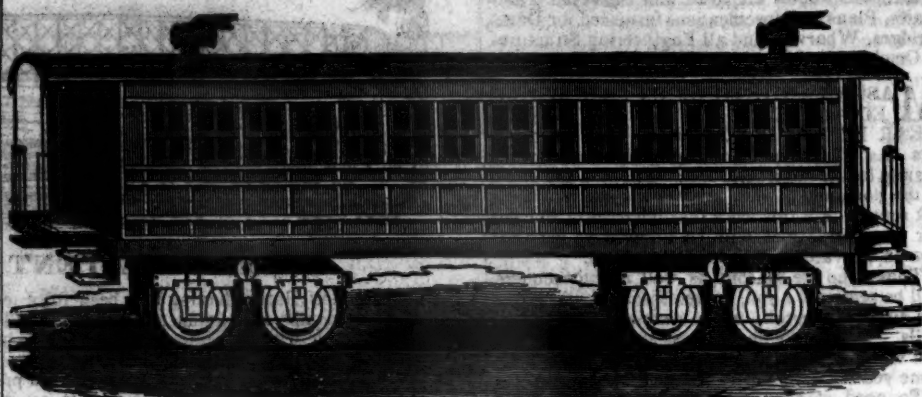
They are permitted to refer to the following gentlemen:

Charles Cook,	{ Canal Commissioners of the State of New York.
Nelson J. Beach,	
Jacob Hinds,	
Willard Smith Esq.,	{ Engineer of the Bridges for the Albany Basin.
Messrs. Stone & Harris	{ Railroad Bridge Builders, Springfield, Mass.
Mr. Wm. Howe,	{ Engineer & Bridge Builder, Utica, N. Y.
Mr. S. Whipple,	

January 1, 1849. } 13

DAVENPORT & BRIDGES'

CAR WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

All orders punctually executed and forwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—Omnibuses pass every fifteen minutes. 106f

THE SUBSCRIBERS ARE PREPARED TO execute orders at their Phoenix Works for Railroad Iron of any required pattern, equal in quality and finish to the best imported.

REEVES, BUCK & CO.,
Philadelphia.
ROBERT NICHOLS, Agent,
No. 79 Water St., New York. 261f

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.

25 Tons of 2½ by ½ Flat Bars.

25 Tons of 2½ by 9-16 Flat Bars.

100 Tons No. 1 Gartshore.

100 Tons Welsh Forge Pigs.

For Sale by A. & G. RALSTON & CO.
No. 4 So. Front St., Philadelphia

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year, on both passenger & freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

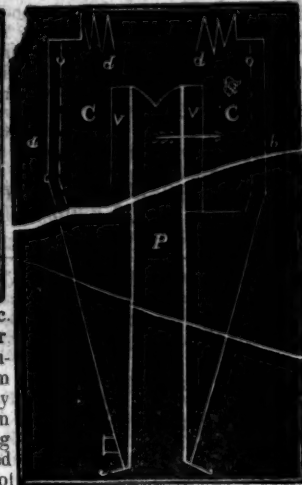
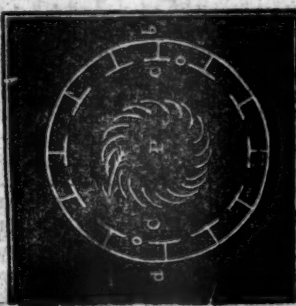
These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits.

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburg and Jackson Railroad, Vicksburg, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

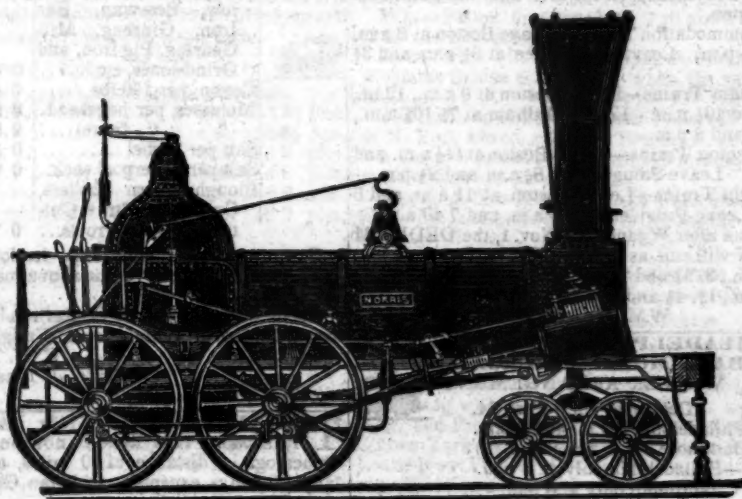
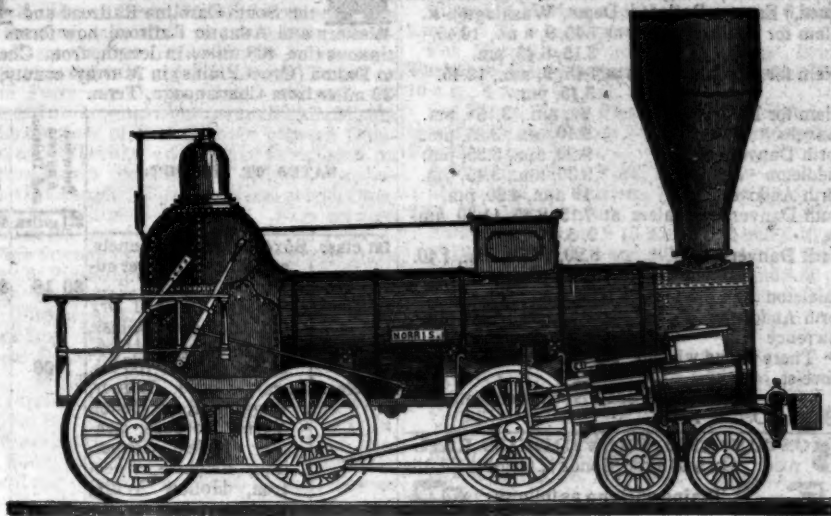
Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

The letters in the figures refer to the article given in the Journal of June, 1844. } 345



NORRIS' LOCOMOTIVE WORKS. BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA.



THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size. Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wall street, N. York.

T. & C. WASON, Manufacturers of every style of Freight and Baggage Cars.—Forty rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N.B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

RAILROAD IRON.

3000 TONS, ABOUT 60 LBS. PR lineal yard—deliverable early in the Spring, and of undoubted quality, can be contracted for at a low rate. For sale by

DAVIS, BROOKS & CO.,

68 Broad street.

New York, Sept. 16, 1848.

Also on hand—1000 Tons best quality Rails.

CHILLED RAILROAD WHEELS.—THE undersigned are now prepared to manufacture their Improved Corrugated Car Wheels, or Wheels with any form of Spokes or Disks, by a new process which prevents all strain on the metal, such as is produced in all other chilled wheels, by the manner of casting and cooling. By this new method of manufacture, the hubs of all kinds of wheels may be made whole—that is, without dividing them into sections—thus rendering the expense of banding unnecessary; and the wheels subjected to this process will be much stronger than those of the same size and weight, when made in the ordinary way.

A. WHITNEY & SON,

Willow St. below 13th,

Nov. 10, 1847. [U.] Philadelphia, Penna.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by & J. Townsend, Albany, and the principal iron merchants in Albany and Troy; J. I. Brower, 223 Water St., New York; A. M. Jones, Philadelphia; T. J. Jarvis, Baltimore; Degrand & Smith, Boston.

••• Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

TO LOCOMOTIVE AND MARINE ENGINE Boiler Builders. Pascal Iron Works, Philadelphia. Welded Wrought Iron Flues, suitable for Locomotives, Marine and other Steam Engine Boilers, from 2 to 5 inches in diameter. Also, Pipes for Gas, Steam and other purposes; extra strong Tube for Hydraulic Presses; Hollow Pistons for Pumps of Steam Engines, etc. Manufactured and for sale by

MORRIS TASKER & MORRIS,

Warehouse S. E. corner 3d and Walnut Sts., Philadelphia. 1t

TO RAILROAD COMPANIES AND MAN ufacturers of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

a45 N. E. cor. 12th and Market sts., Philad., Pa.

LAWRENCE'S ROSENDALE HYDRAULIC Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper-barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 39 1y

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the Great Western Mail leaves Baltimore every morning at 7½ and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5½ P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1.60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. 313yl

BALTIMORE AND SUSQUEHANNA RAILROAD.—Reduction of Fare.

Afternoon Trains between Baltimore and York.—The Passenger trains run daily, except Sunday, as follows:
Leaves Baltimore at.....9 a.m. and 3½ p.m.
Arrives at.....9 a.m. and 6½ p.m.
Leaves York at.....5 a.m. and 3 p.m.
Arrives at.....12½ p.m. and 8 p.m.
Leaves York for Columbia at.....1½ p.m. and 8 a.m.
Leaves Columbia for York at.....8 a.m. and 2 p.m.

FARE.

Fare to York.....\$1 50
" Wrightsville.....2 00
" Columbia.....2 12½
Way points in proportion.

PITTSBURG, GETTYSBURG AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg.....\$9
Or via Lancaster by railroad.....10
Through tickets to Harrisburg or Gettysburg...3
In connection with the afternoon train at 3½ o'clock, a horse car is run to Green Spring and Owing's Mill, arriving at the Mills at.....5½ p.m.
Returning, leaves Owing's Mills at.....7 a.m.
D. C. H. BORDLEY, Sup't.
31 ly Ticket Office, 63 North st.

PHILADELPHIA AND READING RAILROAD.—Passenger Train Arrangement for 1848.

A Passenger Train will leave Philadelphia and Pottsville daily, except Sundays, at 9 o'clock A. M.

The Train from Philadelphia arrives at Reading at 12 18 M.

The Train from Pottsville arrives at Reading at 10 43 A. M.

Fares.	Miles.	No. 1.	No. 2.
Between Phila. and Pottsville, 92		\$3.50 and \$3.00	
" " Reading, 58		2.25 and 1.90	
" Pottsville " 34		1.40 and 1.20	

Five minutes allowed at Reading; and three at other way stations.

Passenger Depot in Philadelphia corner of Broad and Vine streets. 8yl

JAMES HERRON, Civil Engineer,
OF THE UNITED STATES NAVY YARD,
PENSACOLA, FLORIDA.,
PATENTEE OF THE

HERRON RAILWAY TRACK.

MODELS of this Track, on the most improved plans, may be seen at the Engineer's Office of the New York and Erie Railroad.

NEW YORK & HARLEM RAILROAD

CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

will run as follows, until further notice. Up trains will leave the City Hall for—Yorkville, Harlem and Morrisana at 6, 8 and 11 a.m., 2, 2 30, 5 and 7 p.m.

For Morrisana, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5 30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicsville and Croton Falls, 7 a.m. and 4 p.m. Freight train at 1 p.m.

Returning to New York, will leave—Morrisana and Harlem, 7, 8 20 and 9 a.m., 1, 3, 4 30, 6, 6 28 and 8 p.m.

Fordham, 8 08 and 9 15 a.m., 1 20 and 6 15 p.m. Williams Bridge, 8 and 9 08 a.m., 1 10, 6 08 p.m. Tuckahoe, 7 38 and 8 25 a.m., 12 55 and 5 52 p.m.

White Plains, 7 10 and 8 35 a.m., 12 50, 5 35 p.m. Pleasantville, 8 15 a.m. and 5 15 p.m.

Newcastle, 8 a.m. and 5 p.m. Mechanicsville, 7 48 a.m. and 4. 48 p.m.

Croton Falls, 7 30 a.m. and 4 30 p.m. Freight train at 10 a.m.

Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m. and City Hall 1 p.m. Returning, leave Croton Falls 10 a.m. and 9½ p.m.

ON SUNDAYS, the trains will run as follows: Leave City Hall for Croton Falls, 7 a.m., 4 p.m. Croton Falls for City Hall, 7 30 a.m., 4 30 p.m. Leave City Hall for White Plains and intermediate places, 7 and 10 a.m. 4 and 5 30 p.m.

White Plains for City Hall, 7 10 and 8 35 a.m., 12 30 and 5 35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is fine.

The trains to and from Croton Falls will not stop on N. York island, except at Broome st. and 32d st.

A car will precede each train 10 minutes to take up passengers in the city.

Fare from New York to Croton Falls and Somers \$1, to Mechanicsville 87½c., to Newcastle 75c., to Pleasantville 62½c. to White Plains 50c. 25yl

NORWICH AND WORCESTER RAILROAD.

Winter Arrangement.—1848.

Accommodation Trains daily, (Sundays excepted.)

Leave Norwich, at 6 a.m., 12 m. and 2½ p.m.

Leave Worcester, at 6½ and 10 a.m., and 4½ p.m. connecting with the trains of the Boston and Worcester and Providence and Worcester railroads.

New York & Boston Line. Railroad & Steamers. Leave New York and Boston, daily, Sundays excepted, at 5 p.m.—At New York from pier No. 1 N. River.—At Boston from corner Lincoln and Beach streets, opposite United States Hotel. The steamboat train stops only at Framingham, Worcester, Danielsonville and Norwich.

Freight Trains leave Norwich and Worcester daily, Sundays excepted.—From Worcester at 6½ a.m., from Norwich at 7 a.m.

Fares are Less when paid for Tickets than when paid in the Cars. 32 ly

S. H. P. LEE, Jr., Sup't.

BOSTON AND MAINE RAILROAD.

Winter Arrangement.

Commencing Nov. 13, 1848.

Trains leave Boston as follows, viz: For

Portland at 7 A.M. and 2½ P.M.

Great Falls at 7 a.m., 2½ and 3½ p.m.

Haverhill at 7 and 11½ a.m., 2½, 3½ and 5 p.m.

Lawrence, at 7, 9, 11½ a.m., 2½, 3½, 5, 6 p.m.

Reading, 7, 9 & 11½ a.m., 2½, 3½, 5, 6, 7½ & 10 p.m.

Trains leave for Boston as follows, viz: From

Portland at 7½ a.m., and 3 p.m.

Great Falls at 6½ and 9½ a.m., and 4½ p.m.

Haverhill at 7, 8½ and 11 a.m., 3 and 6½ p.m.

Lawrence at 6½, 7½, 8½, 11½ a.m., 12½, 3½, 6½ p.m.

Reading at 6½, 7½, 9½, 11½ a.m., 1½, 3½, 7½, 9 p.m.

MEDFORD BRANCH TRAINS.

From Medford at 6½, 8, 10½ a.m., 2, 4, 6, 9 p.m.

From Boston at 7½ a.m., 12½, 2½, 5½, 6½, 10 p.m.

The Depot in Boston is on Haymarket Square.

CHAS. MINOT, Super't.

Boston, Nov. 7, 1848.

NEW YORK ANDERIE RAILROAD LINE.

SUMMER ARRANGEMENT. For passengers, twice each way daily, (except Sunday,) leave New

York from the foot of Duane St. at 7 o'clock, A. M. and at 4 o'clock, P. M. by steamboat, for Piermont, thence by cars to Ramapo, Monroe, Chester, Goshen, Middletown, Otisville, and the intermediate stations.

The return trains for New York will leave Otisville at 6 30, A. M. and 4 15, P. M.; Middletown at 7 A. M. and 4 40, P. M.; Goshen at 7 22, A. M. and 5 3, P. M.; Chester at 7 35, A. M. and 5 18, P. M.

Fare between New York and Otisville, \$1 50; way-fare in proportion.

For Milk—Leave Otisville at 5½ o'clock, morning and evening.

For Freight—The barges "Samuel Marsh and "Henry Suydam, Jr." will leave New York (from the foot of Duane St.) at 5 o'clock, P. M. daily (except Sundays.)

No freight will be received in New York after 5 o'clock, P. M.

Freight for New York will be taken by the trains leaving Otisville at 10½ o'clock, A. M.; Middletown at 11½ A. M.; Goshen at 12½, P. M.; Chester at 1 o'clock, P. M., etc., etc.

For farther particulars, apply to J. F. CLARKSON, Agent, corner of Duane and West Sts., New York, or to S. S. POST, Superintendent Transportation, Piermont.

24yl H. C. SEYMOUR, Sup't.

LITTLE MIAMI RAILROAD COMPANY

Fall and Winter Arrangement, 1847. On and after Monday, September 20th,

until further notice, a Passenger train will run as follows:

Leave Cincinnati daily at 9 A. M., for Millford, Foster's Crossing, Deerfield, Morrow, Fort Ancient, Freeport, Waynesville, Spring Valley, Xenia, Yellow Springs, and Springfield. Returning, will leave Springfield at 4½ a.m. Upward train arrives at Cincinnati at 2½ p.m. Downward train arrives at Cincinnati at 10½ a.m.

Freight trains will run each way daily.

Messrs. Neil, Moore & Co. are running the following stage lines in connection with the road:

A daily line from Xenia to Columbus and Wheeling, carrying the great Eastern mail.

Daily lines from Springfield to Columbus, Zanesville and Wheeling. Also to Urbana and Bellefontaine.

A line of Hacks runs daily in connection with the train between Deerfield and Lebanon.

Passengers leaving for New York and Boston, arrive at Sandusky city via Urbana, Bellefontaine & the Mad River and Lake Erie railroad, in 27 hours, including several hours' sleep at Bellefontaine. To the same point via Columbus, Delaware, Mansfield and the Mansfield and Sandusky city railroad, is 32 hours. Distance from Cincinnati to Springfield by railroad.....84 miles.

From Springfield to Bellefontaine by stage, over a good Summer road.....32 "

From Bellefontaine to Sandusky city by railroad.....102 "

FARE—From Cincinnati to Lebanon.....\$1 00

" " " Xenia.....1 50

" " " Springfield.....2 00

" " " Columbus.....4 00

" " " Sandusky city 7 00

The Passenger trains runs in connection with Strader & Gorman's line of Mail Packets to Louisville.

Tickets can be procured at the Broadway Hotel, Dennison House, or at the Depot of the Company on East Front street.

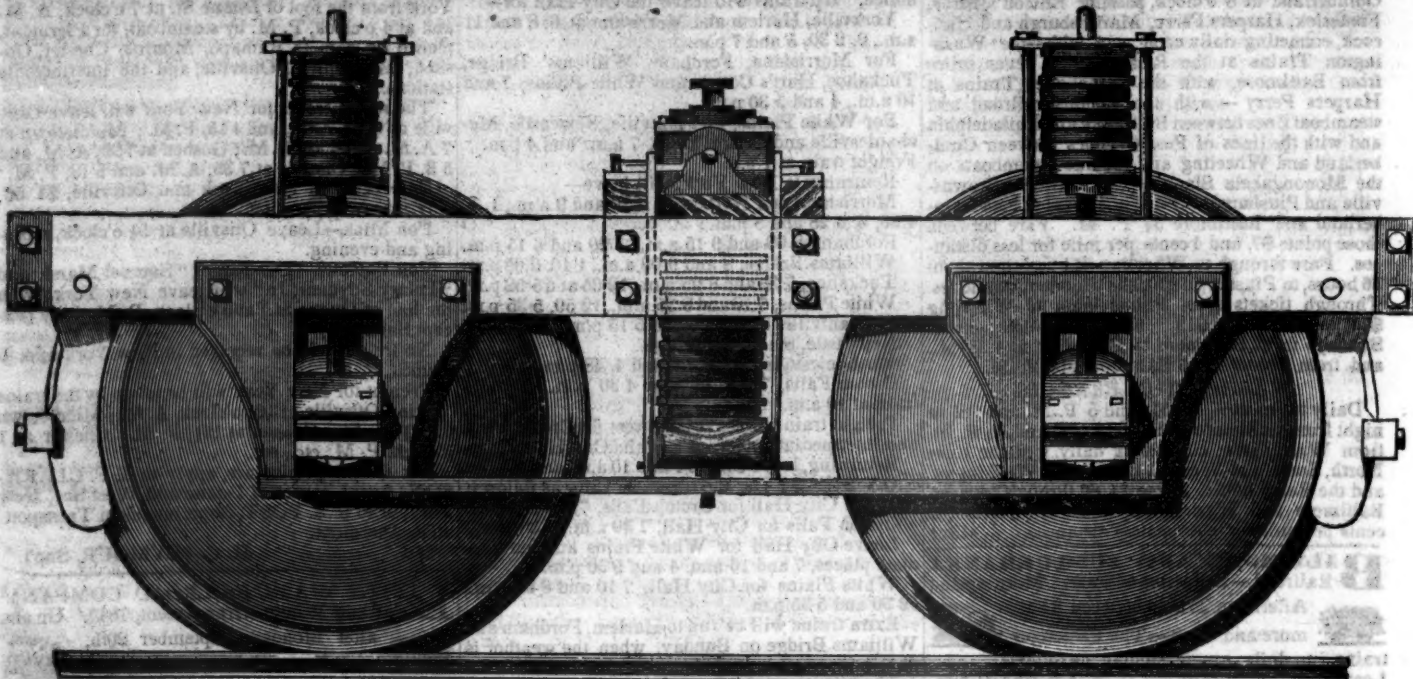
Further information and through tickets for the Stage lines, may be procured at P. Campbell, Agent on Front street, near Broadway.

The company will not be responsible for baggage beyond 50 dollars in value, unless the same is returned to the conductor or agent, and freight paid at of a passage for every \$500 in value over that amount.

47yl W. H. CLEMENT, Sup't.

FOWLER M. RAY'S

METALLIC INDIA RUBBER CAR SPRINGS.



THE NEW ENGLAND CAR COMPANY have introduced these Springs, and they are now in operation on every Railroad terminating in Boston, and several others in New England and the Middle States. Their qualities are well understood, or may be readily ascertained by every person interested to know them. They require no recommendation from the Company. The only known compound of India Rubber good for anything for this purpose, is the Vulcanized India Rubber, invented by Charles Goodyear, of New Haven, and the application of it, and the form in which it is used, were invented by F. M. Ray, of New York. The right to manufacture and sell the substance itself for the purpose of Railroad Carriage Springs, as well as the form and application of it, are held exclusively by the New England Car Company. No other company, or individual, has any right to sell or use it for such purpose, or has attempted so to use it in this country.

The New England Car Company guarantee the right to use the article they sell for Railroad Carriage Springs only against all adverse rights, whether under patents or otherwise; and all persons and corporations are cautioned against a similar use of the article, when purchased of any other parties.

The Springs they sell are all manufactured in a uniform manner, and under the immediate inspection of their own Agent, and have been proved and known to answer the purpose. None have been manufactured in this country, or imported from abroad, beside their own, which would at all answer the purpose; and if any such should be produced, it cannot be used for Car Springs, while Goodyear's patents, and the rights of the New England Car Company under them, remain in force.

The New England Car Company are now prepared to answer orders for all that may be called for, on reasonable notice, and uniform and equitable terms. They invite the most careful examination, and the severest scrutiny, into the merits of their Springs, wherever they have applied them. And if after such examination, your Company should judge it for their interest to adopt them, the N. E. Car Company would respectfully invite the patronage which they think they deserve, and are confident of receiving at your hands.

EDWARD CRANE, Agent,
Office 99 State street,
Orders may also be left with WM. RIDER &
BROTHERS, No. 59 Liberty street, New York, or
with F. M. RAY, Agent,
100 Broadway, N. Y.

The following article, from the pen of Mr. HALE, the president of the Boston and Worcester Railroad, expresses his opinion of this important improvement, as published in the Boston Daily Advertiser of June 7, 1848. He says:

"Of the numerous uses to which the wonderful elasticity and durability of India Rubber renders this material

applicable, we are hardly aware of one in which it has been more successful than in forming springs for railroad cars. We have had occasion to observe, for some months past, its application to this use, on one of the passenger cars on the Newton special train of the Boston and Worcester railroad. It is there used, not only for the springs on which the car rests, but for the springs attached to the draw bar at each end of the car, to prevent any jar on the sudden advancement or interruption of the motion of the car. For both these purposes it appears to be admirably adapted, and we do not learn, that during the period in which it has been used, any defect in it has been discovered. It renders the movement of the car extremely easy, and protects it more effectually, we think, than any other spring which we have ever seen in use, from every harsh or unpleasant motion, either vertical or horizontal. It is simple in its form and application, extremely light, and little liable to get out of repair. During the period of some months, in which we have seen the springs in operation, there is no apparent wear or diminution of their efficacy."

The above statement of Mr. Hale agrees with my own observation in all particulars.

WM. PARKER, Supt. B. & W. R. R.
June 8, 1848.

I fully concur in the foregoing statement, from practical observation of its use for the last 5 months, on the Boston and Worcester railroad corporation cars.

D. N. PICKERING, Jr.,
Supt. Car Building, B. & W. R. R.
Boston, June 10, 1848.

The New England Car Company have introduced their Vulcanized India Rubber Car Springs on the roads with which we are respectively connected, and we fully concur with Mr. Hale in the above opinion of their character and properties.

DAVENPORT & BRIDGES, Car Builders.
BRADLEY & RICE, Car Builders.
Boston, June, 1848.

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Jan. 20, 1849.

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